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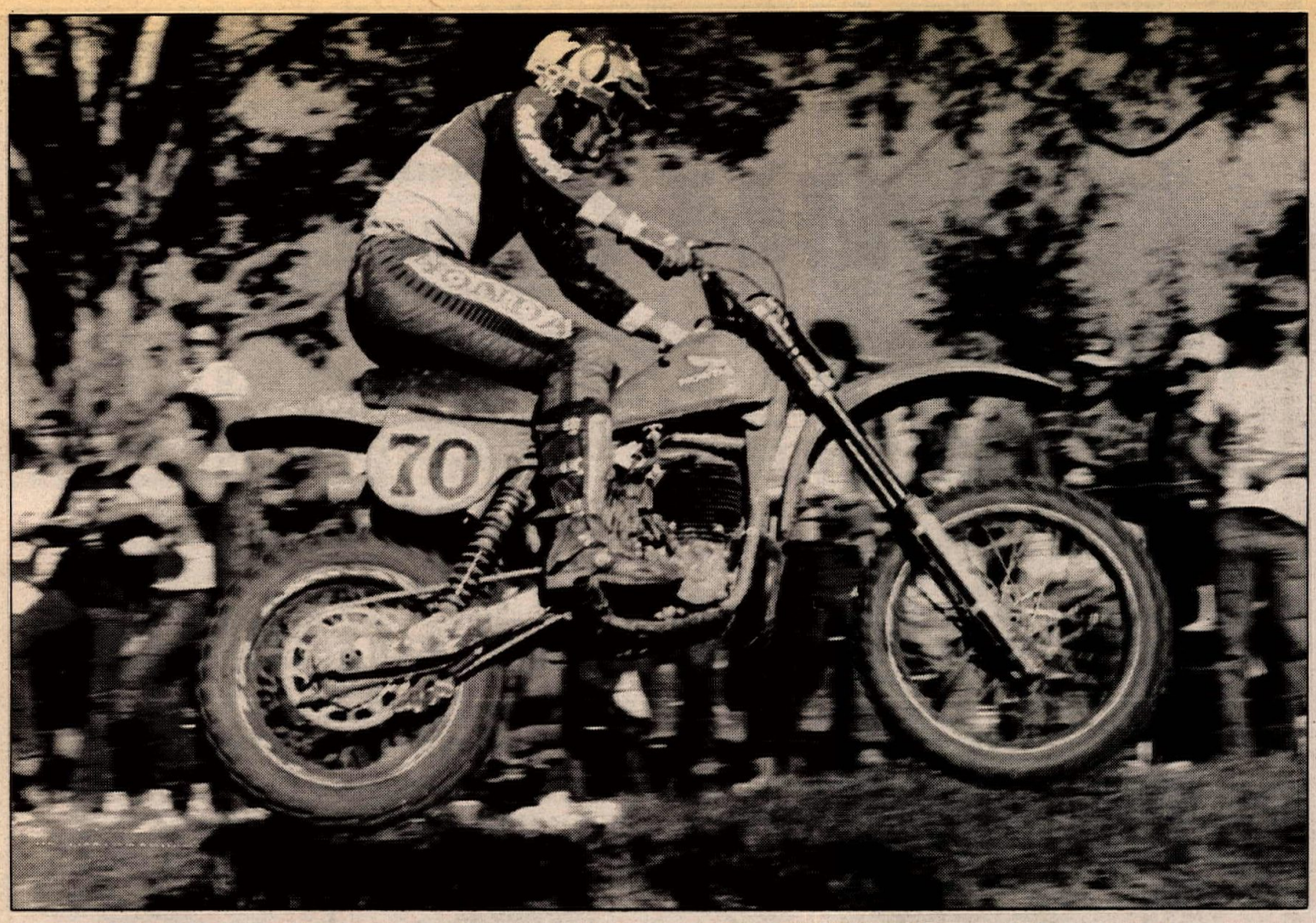
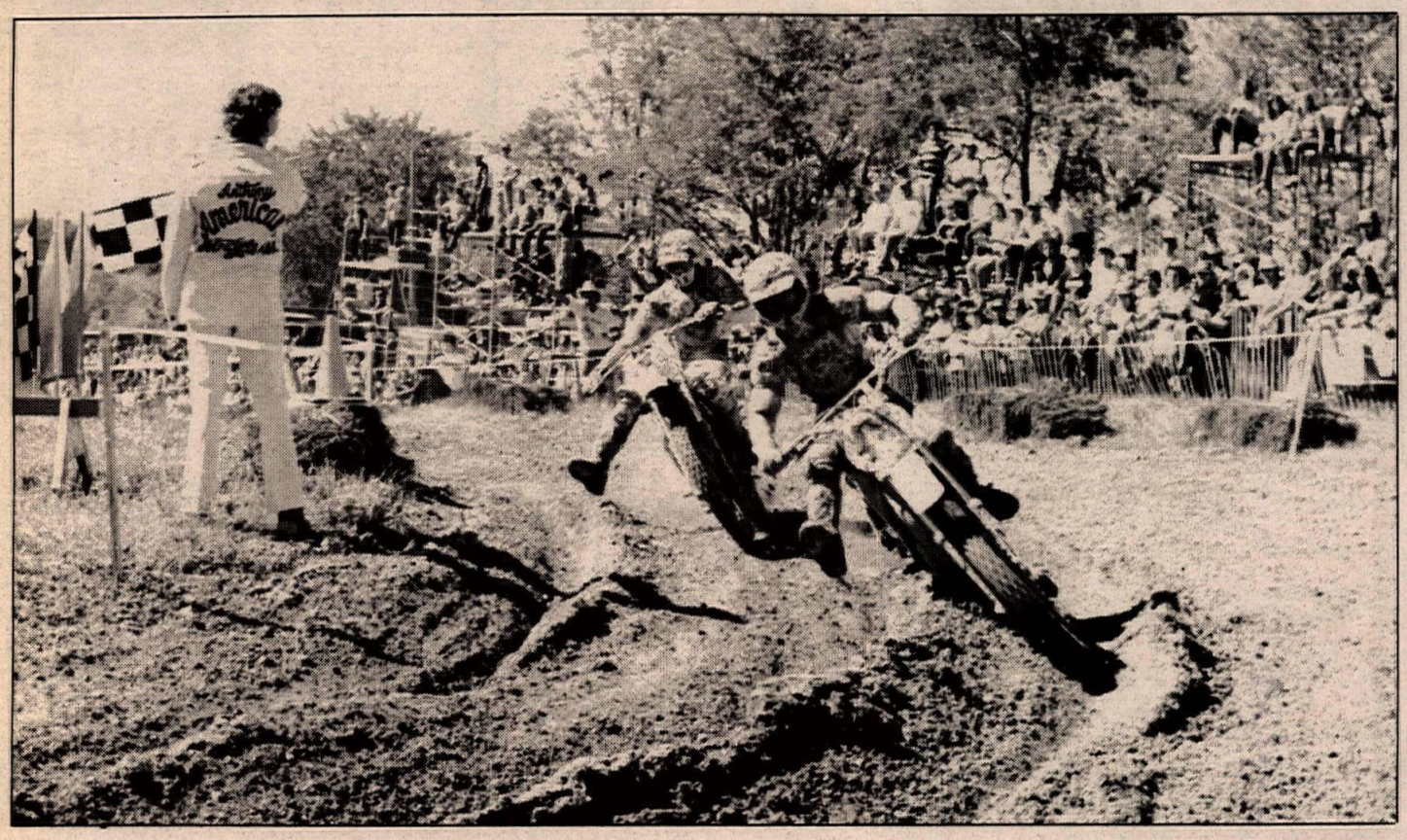
California privateer clinches Number One!

NEWSPAPER



(Above) Andre Malherbe flew his Alan Hahn-tuned RC450 to the inaugural Trans-USA win. (Below) Chuck Sun takes the first moto win with Darrell Shultz close behind.



AMA Trans-USA MX Series: Round one

Lone European whips all the Yanks at Mid-Ohio

By Jim Gianatsis

LEXINGTON, OH, SEPT. 23

Team Honda's Andre Malherbe, the only foreign entry in the newly revised Trans-USA Series beat back all odds to score the overall win in the first round.

Riding an RC-450 works Honda prepared by American mechanic Alan Hahn, Malherbe, who was ranked third overall in this year's 500cc World Championship standings, tied Team Husqvarna's Chuck Sun in moto finishes at Pete Wiedner's Mid-Ohio Motorsport Park with the overall win awarded to Malherbe by his finish ahead of Sun in the day's second moto.

It was an exciting day all around, with the new unlimited displacement format in both the International and National classes which allowed riders to race whatever size bikes they wanted. Not one rider ventured to try a 125cc class bike, but many did try running 250cc machines against Open bikes and found them to be highly competitive on the muddy and twisty Mid-Ohio course.

In particular, Team Yamaha 125cc National Champ Broc Glover proved to everyone he could ride a full-size bike as he dealt out devastating performances in both motos with his 250cc Yamaha OW-40 works bike. Glover led the first moto by a huge margin before one of the tricky mud bogs did him in.

The mud itself proved to be a great equalizer and made for quite an event, as many of the top stars who were expected to roost to the win found they had met their match at one point during the day. Positions changed constantly as greats like Brad Lackey, Mike Bell, Danny LaPorte, Darrell Shultz, Mark Barnett, Jim Weinert, Kent Howerton and others found themselves stuck up to the handlebars from choosing the wrong lines through the goop.

Never materializing was the five rider American versus European team match series, partially because of lack of interest by some of the European riders and then because of injuries to selected riders like Sweden's Carlqvist, England's Noyce and America's Hannah. Additionally, Marty Tripes did not ride at Mid-Ohio since he is waiting out for the expiration of his Team Honda contract before making his initial appearance with Team Yamaha.

Mid-Ohio also saw the introduction of Honda's radical new lever-action rear shock RC-400 works bikes in the hands of Steve Wise and Warren Reid. Just as innovative as Yamaha's Monocross system and Kawasaki's Uni-Trac, Honda's lever-action rear shock system employs a pivoting shock absorber mount on the rear swingarm to allow shock action to be position sensitive relative to wheel travel. These completely new twin-downtube framed works bikes proved to be highly competitive in their first outing, despite a last minute rush by the team to dial-in the bikes which had just been air freighted in from Japan.

International Class

When the starting gate spilled forward it was LOP's Marty Moates with his 426cc kitted YZ Yamaha grabbing the lead of the first 45-minute International moto ahead of Shultz, Jeff Ward, Bell, Sun and new 500cc Champion LaPorte. Shultz immediately stuck his bike in the first mudhole he found and dropped back to 15th place as Broc Glover, seemingly blasting up from nowhere with the right lines, caught leader Moates on the second lap and took control of the lead himself just two laps later. From that point on Glover began using his 250cc Yamaha to pull away from the bigger bikes at a rate of 2-3 seconds per lap. Also doing well on 250cc bikes were Ward and Mark Barnett, but Barnett was soon out with a broken motor in his RH Suzuki while Ward found himself dicing with Moates and Sun for second place.

Twenty minutes into the moto Glover saw his 10 second lead disappear as he plopped over in the mud and stalled his Yamaha. He just barely restarted again to hook up with Moates, Ward and Sun as they splashed past. Glover might have taken back his lead, only he was riding so loose that he and his bike parted

company in mid-air as they flew off the uphill jump by the finish line and he dropped back even further. Next it was Jeff Ward kicking past Moates to hold the lead for a lap before Chuck Sun swooped by and took control of the race as Moates got stuck in the mud and Malherbe moved into third ahead of a battling Bell, Lackey and LaPorte, soon to be joined by Greg Theiss with his LOP Yamaha.

Around the 30-minute mark Chuck Sun was still holding on to his less than secure lead, and with Ward having dropped back in the mud, Malherbe now held second ahead of Bell, LaPorte, Reid, Theiss and Lackey. But then, suddenly charging up almost unnoticed until now, was Darrell Shultz, who picked off the riders ahead of him one by one. With two laps to go he passed Malherbe for second spot and reeled in on leader Chuck Sun.

The last lap was nothing less than a full scale mud slinging, wheel banging battle between the two as Shultz tried desperately to stuff his RN-420 Suzuki past Sun's new 1980 model production 420cc Husky. Sweeping around the finish line turn, Sun held the inside line as Shultz went wide, but Sun held on by less than a wheel length to keep the win from Shultz's grasp. Malherbe placed third with his conventionally suspended RC-450 works Honda ahead of Bell, Howerton, LaPorte and Brad Lackey on a new 440cc Uni-Trac Kawasaki which will be his next year's GP bike. Teammates Weinert and Tommy Croft were mounted on production 420cc Uni-Tracs.

The second moto was just as exciting in the opening laps as Jeff Ward used his 250cc Uni-Trac Kawasaki to snare the start over all the big bore bikes. Shultz was aced out of any chance at grabbing the overall win on the first lap when his Suzuki stopped dead for some unknown reason. Teammate Howerton was left in last place when his flapping right foot got caught in his rear wheel and brought the bike to a halt, fortunately without injury to Kent, who once loose would blast back up to claim seventh by the end of the moto.

The lead, meanwhile, didn't stay with Ward for very long as Malherbe wicked past on the second lap and began pulling away. Ward continued to drop further behind as Weinert held onto second position for a few laps before bailing off in the mud and turning the runner-up position over to a fight between Bell and Barnett. That didn't last too long before Barnett wiped out in the mud and drowned his engine. Most of Team Suzuki was put out of action when LaPorte retired as well with engine problems.

At the 28-minute mark it was Malherbe running with a 10-second lead over Bell, Sun, Glover, Ward, Arlo Englund, Moates, Parry Klassen and Howerton.

Brad Lackey continued to have a heck of a time.

"I was battling with Chuck Sun and had just passed him by jumping into the big mudhole, but somehow my gearbox was in neutral and the bike just stuck. I wasted all my energy just trying to pull it out of the mud," said America's top GP contender, after the race.

From that point on the top running positions remained unchanged as Malherbe continued leading a safe distance ahead of Bell, Sun and Glover. Finishing in that order both Malherbe and Sun would tie in series points, but the day's overall win would go to Malherbe if Sun couldn't pass Bell in the 20 minutes remaining.

"I thought about catching Bell. Eric Crippa signaled me that I was gaining on him at first, but then he started

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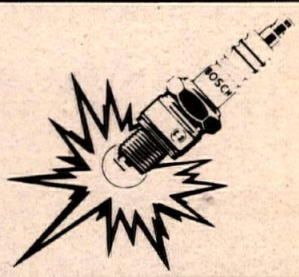

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(Above) Broc Glover was fast on a works 250 Yamaha, but the mud mired him down to only a fourth-place finish in the second moto. (Below) Mark Barnett, who DNF, is consoled by trainer Leon "The Juice" Woleck.

(Below left) LOP's Greg Theiss took the National class win. (Below right) Chuck Sun was top American.

pushing and I just couldn't get any closer," explained Sun.

Andre Malherbe of Belgium was the excited overall winner on his Team Honda bike. Chuck Sun was the surprising top American with an equal number of points in second place, quite a happy change of luck from what had thus far been a disappointing season for the Husky rider. Mike Bell claimed third overall ahead of Howerton as Arlo Englund posted the top privateer spot in fifth with his Vickery Yamaha of Denver bike.

National Class

The National class this year remains a showcase for newer factory riders and the privateers out to gain exposure. The small purse makes sure the factory stars stay away, with the exception of Jimmy Ellis of Team Honda who has been on the injured list so long he didn't have enough grading points to ride the International class. To compound his problems, Ellis had been sick the previous week.

In the opening 30 minute race Clark Jones, on his Standard Crank Honda, pulled out the lead off the start only to lose it one lap later to Donnie Cantaloupi in his first race with Team Yamaha when Jones stuck himself in the mudhole. Team Suzuki's Scott Gillman moved up to trade the lead with Cantaloupi for two laps, then Cantaloupi disappeared with a strong lead as Gillman retired with an injured hand for the remainder of the day when he jumped off in the mud as well.

Cantaloupi cruised with his 250cc works Yamaha during most of the race, running some 10 seconds ahead of CSM's Darren Rhotten on a 360cc Mugen Honda and LOP's Greg Theiss with a 426cc YZ Yamaha. Undetected was Mike Guerra who had been pushing his 250cc Husky through the pack, closing on Cantaloupi at a rate of 3-4 seconds a lap.

It was obvious that Guerra was faster than Cantaloupi as he caught up in the last lap, Guerra already having made easy work of Theiss and Rhotten. With Guerra knocking on his rear wheel for an open door, Cantaloupi panicked when they reached the mudhole section and chose the worst and deepest rut right through the middle of it. Cantaloupi stuck his Yamaha up to the tank as Guerra took the long line around the outside of the mudhole to score the win.

The second and final moto had Greg Theiss winning the start this time, but before the first lap ended it was Jimmy Ellis who was doing the leading. After surviving the first moto Jimmy must have figured he wasn't as sick as he thought he was and decided to get on the gas of his RC-450 Honda. Suzuki's Brian Myerscough was running third as Mike Guerra passed Can-Am's Kippy Pierce for fourth. Guerra was trying to make up for lost time after he and Cantaloupi had collided on the opening lap and gone down. Cantaloupi's Yamaha was the worse for the brief encoutner and he was put out of action as Guerra remounted his new 1980 model CR Husky to burn up the track and quickly close on Theiss. Guerra needed to pass to pull off the overall win.

Making matters easier for Guerra was the fact that Theiss was tired and slowing down, but just as Guerra closed for the kill his Husky began to lose power from a possible ignition problem and dropped him back. Theiss held on to third place behind Ellis and Myerscough, which was good enough to give him and Team LOP the win. ●

Results

INTERNATIONAL: 1. Andre Malherbe (Hon) 3-1; 2. Chuck Sun (Hus) 1-3; 3. Mike Bell (Yam) 4-2; 4. Kent Howerton (Suz) 5-7; 5. Arlo Englund (Yam) 9-5; 6. Marty Moates (Yam) 8-9; 7. John Savitski (Yam) 11-8; 8. Darrel Shultz (Suz) 2-*; 9. Brad Lackey (Kaw) 7-14; 10. Broc Glover (Yam) *-4; 11. Parry Klassen (Mai) 14-10; 12. Jeff Ward (Kaw) *-6; 13. Danny LaPorte (Suz) 6-*; 14. Tommy Croft (Kaw) 17-13; 15. Frank Stacy (KTM) 10-*; 16. Denny Swartz (Mai) *-11; 17. Michael Kessler (Yam) *-12; 18. Tony DiStefano (C-A) 15-18; 19. Rex Staten (Yam) 12-*; 20. Jim Weinert (Kaw) 13-*.
* Denotes placing out of top 20.

SUPPORT: 1. Greg Theiss (Yam) 2-3; 2. Michael Guerra (Hus) 1-7; 3. Troy Bradshaw (Yam) 3-8; 4. Brian Myerscough (Suz) 12-2; 5. Jimmy Ellis (Hon) 20-1; 6. Kris Bigelow (Yam) 6-10; 7. Clark Jones (Yam) 8-11; 8. Kippy Pierce (C-A) 15-5; 9. John Day (Yam) 10-13; 10. Larry Wosick (Mai) *-4; 11. Steve Rhyan (Mai) 18-6; 12. Ron Sun (Hus) 4-*; 13. Timmy Walker (Yam) 5-23; 14. Jimmy Lauer (Kaw) 19-9; 15. Jeff Hicks (Suz) 11-17; 16. David Hollis (Yam) 9-19; 17. David Taylor (Yam) 7-*; 18. Randy Kirschbaum (Mai) 17-12; 19. Jeff Surwall (Yam) 13-18; 20. Kirk Bigelow (Kaw) 16-16.
* Denotes finish outside of top 20.

Fast Facts

Lenny Giger

Motocrosser

Name/nickname: **Lenny Giger/None.**

Date/place of birth: **Sept. 4, 1960/St. Louis, MO.**

Height/weight: **5'8"/145 lb.**

Girlfriend's name: **Jann Sorg.**

Current residence: **Las Vegas, NV.**

Occupation: **Motorcycle salesman.**

Hobbies/relaxation: **Snow ski, Jet Ski, racquetball.**

Van/car: **'78 Ford van.**

Favorite food: **Steak and Italian food.**

First interest in bikes: **1972 when I moved to Las Vegas.**

First bike: **Honda SL-70.**

First race: **Motocross.**

Outcome of that race: **Second place.**

Most recent win: **BF Goodrich SCORE Off-Road World Championships.**

Size/make of current race bike: **Kawasaki KX250 A-5.**

Sponsors: **Kawasaki-Honda of Las Vegas, Moto-X Fox, Dad.**

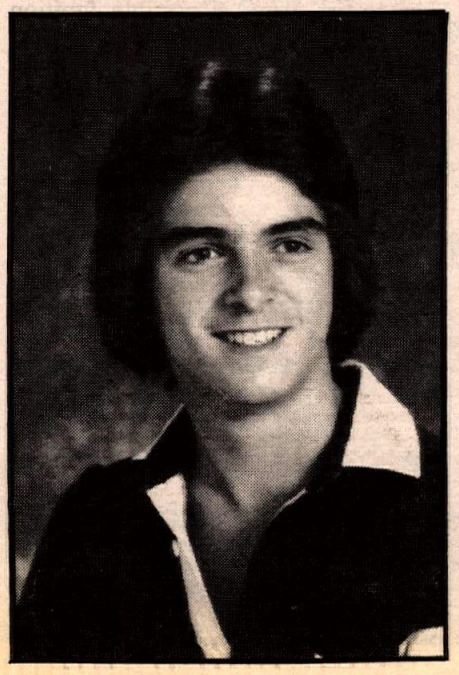
Tuner: **Accuracy Engineering.**

Biggest gripe about racing: **I have to drive to SoCal every week just to race.**

Most respected rivals: **No one special, just all the competition in SoCal and on the AMA circuit.**

Future racing ambitions: **To become a factory rider and to be Number One.**

Reason for racing: **I like racing; it's a lot of fun, and I like the competition. And the money is there if you're good enough.**



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Carroll Resweber: 17 years later

I woke last night to the sound of thunder
How far off I sat and wondered
Started humming a song from 1962
Ain't it funny how the night moves
When you don't seem to have as much to lose
*With autumn closing in **

By Gary Van Voorhis
Photos by Gerald Batke and Robert Klein

The name Carroll Resweber was magic to dirt track fans in the late 1950's and early 1960's. Resweber dominated AMA Grand National Championship racing like it has never been dominated, winning four straight championships for the Harley-Davidson factory beginning in 1958. In those years and the pair that sandwiched them, Resweber racked up 19 National wins, on the average winning every third National he rode. His smooth, almost effortless style was a sure crowd pleaser and guaranteed frustration to those who raced against him.

Bart Markel and George Roeder were Harley teammates of Resweber. "He was the best," says Markel. "We did one helluva lot of racing against each other. Hell, if he was still around, he might still be the best."

Roeder feels much the same way. "I've never seen anyone as good as Carroll was. We used to have little cards printed up with excuses why we didn't win and the last one was 'Carroll Resweber raced today.' If you beat Carroll everybody heard about it. It made you somebody."

Gary Nixon, who Resweber remembers as having a lot of raw talent in his early years as an Expert, was a Resweber admirer. "I beat him once, I think. He was the best. If they had haybales and water trucks, he might still be around."

Today, 18 years after Resweber's last AMA Grand National Championship title, similarities are being drawn between Resweber and Jay Springsteen as Springer goes after his fourth straight title. Springsteen was only two months old when Resweber won his first National. He calls him his idol.

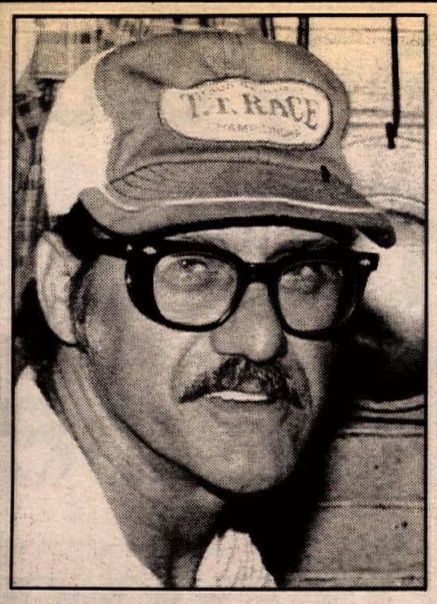
Determination is also a word you hear often when talking to people who knew Resweber. Mainly it was his determination on the track that they all remember, but George Roeder remembers another kind. "After the accident which ended his career, many people thought Carroll would lose the use of his left arm permanently. But not Carroll. He was determined that he was going to have the use of both his arms. In the end, his determination won out against everything."

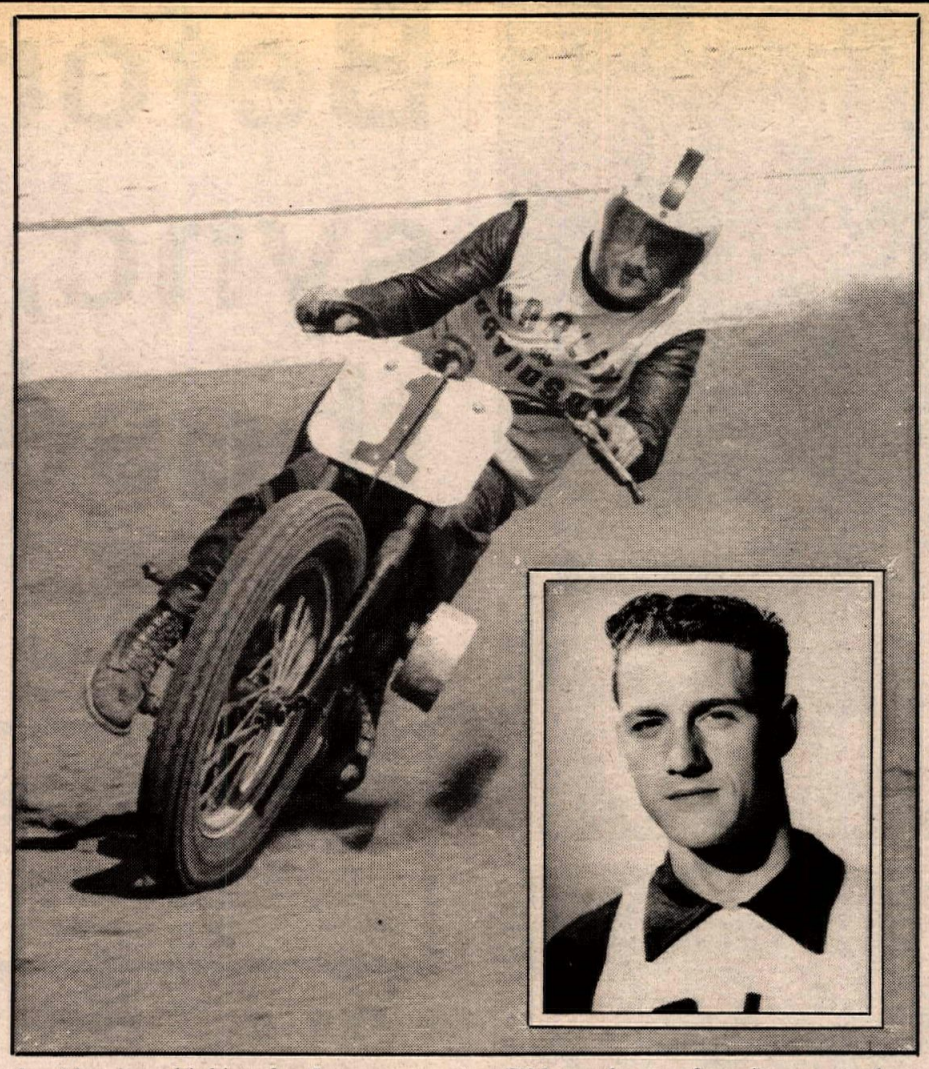
So much for the past. The Carroll Resweber of today works in the Harley-Davidson racing shop in Milwaukee. He is 42 and divorced. His two children are very much into racing with Ricky just having earned his advancement points to Junior, while Terri is a close personal friend of Winston Pro Series competitor Ted Boody.

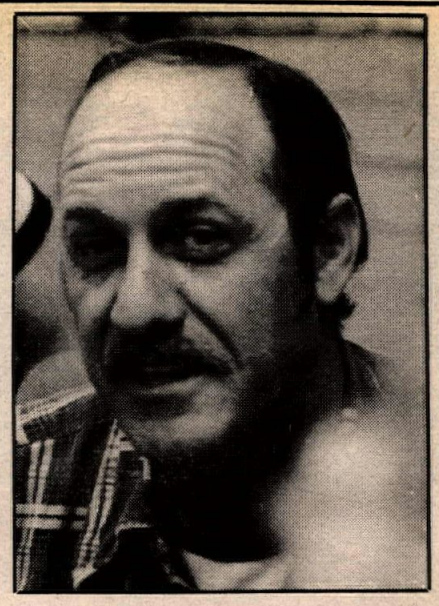
Resweber, through his job if nothing else, is still close to racing. However, he says that nothing can ever take the place of being on the track.

Our conversation about the past and the present begins with September 16, 1962, the day his career came to an abrupt end on the Lincoln, Illinois, Half Mile.

* BY BOB SEGER, COPYRIGHT 1976 BY GEAR PUBLISHING CO./ASCAP







Would you care to tell us about the accident at Lincoln?
It happened in a practice session before the National. I broke my right leg in six places, broke the chest bone below my neck and also broke my neck. There was also some nerve damage in my neck and from that I lost the use of my left arm. I didn't use the arm for two years. I went to the Mayo Clinic in Minnesota and they ran some tests and then operated on my neck. They told me to forget ever having use of the arm.

I went back home to Texas and then went to Baylor University Medical Center in Houston. They also ran some tests and told me to forget it. They couldn't find the damaged nerves. Two years later I began to get feeling in the arm and began to use it a bit. I took physical therapy and workouts to strengthen the arm and in the end I regained about 85% use of it.

Was the decision to retire a hard one to make?
Considering the extent of my injuries, no. However, I wasn't really ready to leave racing and it was like taking away a part of my life to quit. I had already made up my mind before the accident to quit motorcycle racing as Number One and move on into auto racing. But the accident changed all that. I was leading in points when it happened and it was almost two years before I was really healed. During that time all my deals went down the drain.

I probably would have won the title despite getting hurt if I had won the Springfield (Illinois) Mile. I was leading the race and had lapped everyone except Markel. I could see him ahead of me, but the gas tank split after another lap and that was that.

What was the deal to go auto racing?
I was working on a deal to race cars with Paul Goldsmith, who was a big name in NASCAR at the time. The deal would have hopefully involved a ride with the Ford factory. I had a sponsor, Paul Fisher, who wanted to buy me a car to race in 1962, but I wasn't finished racing bikes. I used to race some local dirt track late model (sportsman) events in Texas so I had a bit of background in auto racing.

I was laid up so long after my accident that all the deals I had went away. That was just about the time the factories pulled out of stock car racing and left a lot of drivers sitting on the fence. I was two years too late.

Had I not been hurt, I would have definitely gone into NASCAR Grand National racing. I think I could have done some good. If I didn't, I wouldn't have thought about quitting bikes.

Is it possible for a rider to dominate the sport today as you did in your day?
I don't believe so. When I was racing, I used to make it a point to get an edge on everyone right from the start of the season. I used to try harder the first few events to go as fast as I possibly could. That was my way of psyching the riders into thinking that I was even faster than I was before. Even in practice, I used to split from the pack and run alone. That was another psyche job.

It seemed that once a guy beat you or thought he could, then at the next event he would probably try to give you trouble again. You had to make the riders think that they couldn't beat you.

How good was your equipment?
I think it was very good. I did all the chassis work which left my tuner, Ralph Burke, plenty of time to spend on the engines. I had a pretty good combination going.

Was your chassis and suspension knowledge a big plus in your racing?
I would say so. I knew what I wanted and what felt good to me when I raced. I set my bikes up a lot different than other riders. Once, when I was hurt, I let a couple of other riders use my bikes. It seemed like none of them could get the hang of it. My style was to run full bore into the corners, and then bend it over with the throttle still wide open. You had to get the rear end coming around or else you couldn't turn it. If you rolled off the gas before it was turning you were in a lot of trouble. I liked it that way, but nobody else did.

Bart Markel was one person you raced against that didn't like to lose.
Bart was the toughest competition I had. When we raced, we really raced. We used to try and psyche each other out when we got to the track. If Bart showed up for an event, I knew that I had to work because he was always a threat. A lot of other riders felt the same.

Markel was like a Kamikazie pilot on the track. He was a charger who didn't let anything get in his way. I think that if he had slowed down he would have actually gone faster. He was always charging and it got him into trouble at times. Sometimes he'd be trying so hard that he'd stuff it a little too hard into a corner and lose whatever ground he had gained before.

I believe in my last two years I slowed down, in a sense, and because of that I was actually going faster.

There was one other rider who gave me a run for the money many a time. George Roeder was always tough.

Did you have a favorite event when you were racing?
The Springfield Mile was probably my favorite. I used to get a thrill out of riding at Ascot, but we only raced there once a year. Road racing was becoming another thing that I was getting the hang of. I won two in my final year and was getting pretty good.

I just liked to race. During the year, I would run at least two or three events a week; sometimes more. I think it was an advantage for me. I could go to a local track and try out a lot of different things. Then, when I went to a National, I was really ready. Today, a lot of riders just race the Nationals. I can't say whether that is good or not.

How much money did you make as Grand National Champion?
The fourth time I won the Grand National Championship I made about $18,000. To make that much I had to win about 80% of the events I entered. It was good money in those days, but things have changed a bit since then.

What brought you back to Harley-Davidson?
I spent almost 10 years back home in Port Arthur, Texas working in the shipyards doing welding and working in machine shops. Then, in 1972, I was in Houston watching the Nationals and (Harley-Davidson racing honcho) Dick O'Brien came over to talk to me. He had found out that I had gotten a divorce and figured since I had no strings attached that I might like to come work for him at Harley.

Was it different when you got back?
I had been away from racing for 10 years when I returned to Harley. I started going to the races, but it wasn't the same as before. Working on the bikes can never take the place of being out there on the track.

What do you do in the racing shop?
A little bit of everything, but mainly welding, fabricating, a little suspension work and anything else that needs to be done. Awhile ago I was working with Ron Alexander doing a lot of the dyno work, but Ron is gone now to open his own shop.

Do you think Jay Springsteen has a chance to break your record of four consecutive AMA Grand National championship titles?
I believe that his chances are as good as mine were when I won my four titles. Records are made to be broken and this one has held up for 17 seasons. Springsteen has a helluva lot of competition, maybe as much or more than when I was racing. Things are so much different now. Everyone, to a certain degree, is on equal equipment. It is really up to the individual.

Years ago there were two or three riders who were going fast and they would split from the rest of the field. That still happens at times. However, when I was racing if a guy could come up with a trick chassis that would handle a little better, a rider could just about run away from the competition. Suspension and chassis are still the key words in racing, but at least a rider starting out is on a bike built to do the job he bought it for.

In the old days you could pretty well predict who was going to be coming across the finish line first. Today, with equipment like it is, any number of riders could win.

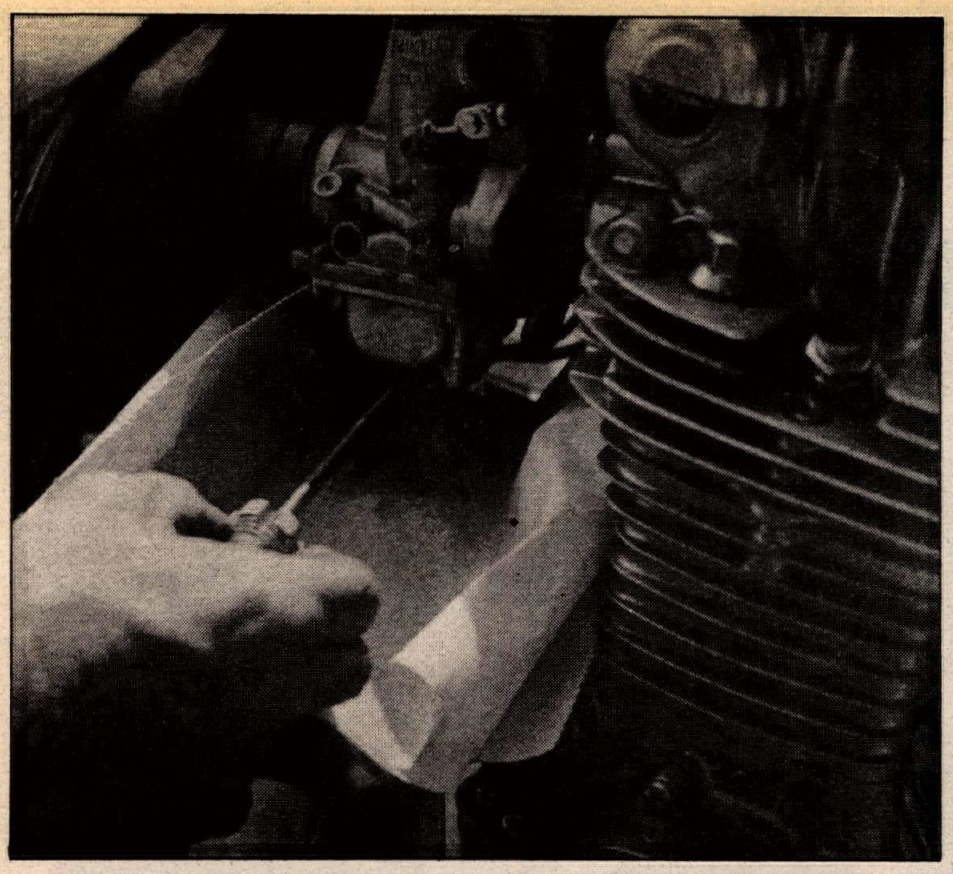
Is Jay Springsteen's style somewhat like yours?
Springer has a lot of determination. I had a lot of determination when I rode also. He doesn't like to get beat and neither did I. His biggest plus is that he has a lot of natural talent and is capable of winning on any track at any time.

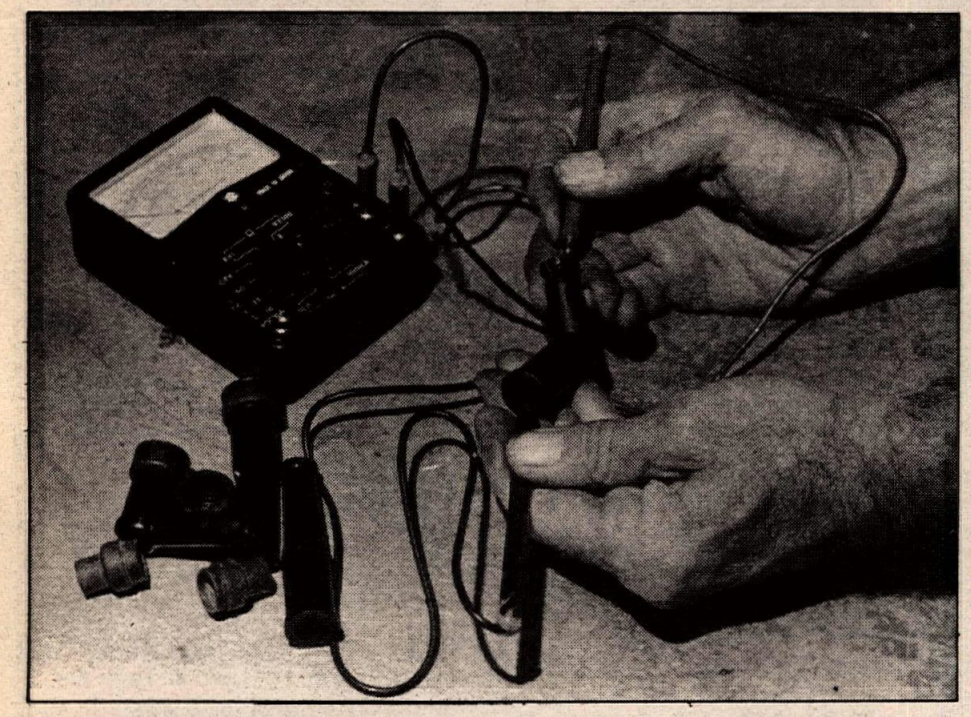
Is the racing as good as it used to be?
I don't think that the spectator gets the show that they used to. I believe it is mainly because of chassis development and the new style tires. Years ago a rider would run it high into a corner, get on the gas and run it out. Today the bikes have brakes so a rider just tracks through the corners. Follow the leader racing isn't much of a show.

New, wider tires with hard and soft compounds have changed racing a great deal. Until they came on the scene, there were a number of tracks which had lap and/or event records that had stood for many years. Now, it's a new record every time you race.

What do you do to relax?
After work, I just walk across the street from the plant to a house which I recently bought. There is some fixing up to do and that takes a lot of time. When I'm not working on the house, I do a little work on my bikes and those of some friends. I've got a workshop - actually a small scale machine shop - in the basement. I just bought a (Harley) Low Rider and I'm having a good time changing it around a bit to suit me. I guess you could say that I'm just cruising a bit and enjoying things.

Do you plan to attend any events this year?
I don't know. I doubt that it will be as a part of the racing team since I'm not really a member of the crew as far as the traveling goes. Right now I'm planning to make a few races on my own and just be a spectator having a good time. I'll probably ride my bike to a couple of events like the Indianapolis Miles. If somebody comes up with a good offer, I might hit a couple of others. •





Don't waste your time and bucks on carb synchronization before performing these three simple maintenance steps: (top to bottom) Drain the float-bowls, looking for dirt and water; test your wires and spark plug caps; change spark plugs, being sure to remove old plug washers from those hard-to-reach middle cylinders.

Before you sync, take these three basic steps

This is the first in a series of articles by instructors of Motorcycle Mechanics at Los Angeles Trade-Technical College. Because "live" work is taken in as part of the training for third and fourth semester students, they have current knowledge of problems encountered by customers. Many customers prefer to do their own maintenance and tune-up. These articles will give some insight on the problems most often found, some of which are very difficult to locate without having had some actual experience.

By Pat Owens

Since the introduction of the four-cylinder road bike in 1969 — as a standard rather than a rarity — we find many times that any engine problem is blamed on carburetion adjustment and synchronization.

Many owners feel that merely adjusting and synchronizing the carburetors will solve their problems; they feel this one step is the major part of an engine tune-up. The fact of the matter is, that water in the carburetors as a result of the local car wash is the most common reason for carburetors causing poor running. In the course of a tune-up, carburetion adjustment and synchronization are done as the last step.

Prior to any carburetor adjustment and synchronization, the following items should be checked and adjusted: (1) Battery; (2) Compression on each cylinder; (3) Camchain tension; (4) Valve adjustment; (5) Contact breaker points for wear and the lubrication of rubbing block on battery ignition models; (6) Point gap or dwell on battery ignition models; (7) Timing using strobe light; (8) Air filter; (9) Gas filter at fuel valve.

We now find three other areas left to be checked, and chances are you'll solve your problem in the process.

Draining water and minor foreign material from most carburetors is simply a matter of shutting off the gas valve and loosening the carburetor drain screws on each individual carburetor. Usually a drain hose leads from each carburetor to a mid point on the motorcycle behind the engine. If a piece of white paper is placed under these drain lines it is pretty easy to see if dirt and water has been drained from the carburetor float bowls. On bikes fitted with Mikuni carburetors, the paper must be placed directly under each carburetor as their drain lines are not connected to the drain screw outlet.

Engines that misfire under acceleration or at high speed are often found to have defective high-tension spark plug wires, defective spark plug terminal or defective spark plugs.

Starting at the ignition coil, determine if the spark plug wire is plugged in tight and is free from corrosion and carbon as a result of arcing. If the end of the spark plug wire is black from arcing, it should be shortened to eliminate the burnt end, the exposed coil of wire cleaned, and a new terminal end fitted. The inside of the coil should also be cleaned.

Before plugging the wire back into the coil, the wire itself should be checked with an ohmmeter for resistance up to the end fitted to the spark plug cap. There should be zero resistance in the wire.

Motorcycles come equipped with resistor spark plug caps. The standard resistance is usually between 6,000 to a maximum limit of 12,000 ohms. With age the resistance will increase, and this is a major cause of engine misfire on older motorcycles. In addition to increased resistance, these caps will sometimes develop cracks or carbon tracks which can allow the coil voltage to jump to an external ground instead of firing the spark plug. A close visual inspection will often allow you to see the cracks and carbon track deposits.

Before installing spark plugs, check that all old spark plug gaskets are removed from the cavities in the cylinder head. A magnet on a flex-extension has retrieved as many as three per cavity from the center cylinders on 750cc Hondas.

Lastly, a visual inspection of a spark plug is a very poor way of determining its ability to fire a compression mixture in a running engine. The only good method is by using a spark plug machine which can put the plug under pressure with compressed air and fire it at the same time.

Because many road bikes are fitted with CB radio, we have found the new Champion resistor type spark plug to be a good replacement. On a recent trip to Oregon, a Gold Wing owner told us that not only did fitting resistor spark plugs help his CB radio interference, but also resulted in a five mpg fuel increase!

Street is Neat

The politics of fun

Three years ago, Bob Hayes was just like you, a poor, harassed biker fed up to there with bureaucratic regulations and dirty tricks.

Today he is J. Robert Hayes, California State Assemblyman from San Fernando, author of a bill to kick the Bureau of Land Management back to Washington, D.C., and win the desert for motorcycle receration. They call it "The Sagebrush Rebellion."

Hayes has a way of saying things we've all grumbled into our beer. "The posey pluckers are taking over the country! Officials of the federal government are liars! There is a conspiracy to kill the motorcycle sport! We are being raped and made to pay heavily to the rapist!"

A member of the California Assembly, even of the minority Republican party, carries a lot of clout. He earns over $25,000 salary and is entitled to office expenses for a staff of six. They dig out the hard fact for him. What he says is news.

The road to Sacramento is harder than the places BLM lets us ride. Hayes had to learn to wear neckties, look the part. He walked the precincts, knocked on doors, talked with people and listened. He got campaign donations from friends and took a bad beating in his first race in 1976. Then Hayes got lucky. A thing called Proposition 13 came along, and he rode it all the way, defeating a powerful millionaire incumbent by just 600 votes. This time he had the support of his club, SoCal M.C. and Motorcycle Owners, Riders & Enthusiasts (MORE) of California.

Last week we paid $125 for dinner to honor Assemblyman Hayes and pay off his old campaign debts. It was a great pleasure to sit there at table 69 with the local motorcycle dealers and hear one of our own praised highly by the likes of Lt. Governor Mike Curb and Minority Leader Carol Hallet. Gov. Curb apparently had recovered from the ribbing he got when he was booed by the rude Superbowl of Motocross crowd. California politics is fun. You need a good sense of humor to enjoy it.

You have to enjoy the campaigning, the fund raising dinners, the testimonial speeches, winning and losing, as well as the making and unmaking of laws. Assemblymen like Hayes have to run for office every two years, so as soon as the debts from one campaign are paid off, he starts raising funds for the next year. But Bob (excuse me, J. Robert) had the makings of a state Senator, and they have six years to do what they are elected for before they have to race again.

Among other things, Hayes is backing a "Proposition 13 for income taxpayers." It is hoped that this will help fill 11 more Assembly seats with Republicans and make Mrs. Hallet the Majority Leader, the most powerful job in the state. I hope so too, because I like the lady.

Once again *Cycle News* will issue the call for volunteers in Hayes' campaign, and those 10 or 12 of you reading this who really give a damn will be asked to hang posters, pass out literature, ring doorbells, vanpool voters to the polls — all those grunt jobs that make that 600 vote difference. It's patriotic and it's fun. Please stay tuned to this newspaper.

CC

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NATIONAL ENDURO CHAMPIONSHIPS 1969 - 1978

1969	JOHN PENTON	250 HUSQVARNA
1970	JACK MCLANE	Honda
1971	RON BOHN	250WR HUSQVARNA
1972	BILL KAIN	250WR HUSQVARNA
1973	BILL KAIN	250WR HUSQVARNA
1974	DICK BURLESON	250WR HUSQVARNA
1975	DICK BURLESON	250WR HUSQVARNA
1976	DICK BURLESON	360WR HUSQVARNA
1977	DICK BURLESON	390WR HUSQVARNA
1978	DICK BURLESON	250WR HUSQVARNA

Total Championships in 10 Years

HUSQVARNA	9
Honda	1
Yamaha	0
Suzuki	0
Kawasaki	0
KTM	0
Maico	0

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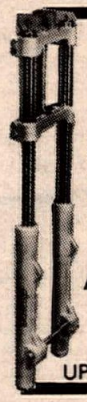

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JOEL ANDREWS—RICK CASE KAWASAKI

1st ..... Grand Prix Raceway..... 2-25-79
1st ..... Buckeye Raceway..... 4- 1-79
1st ..... Motosport Trails..... 6- 3-79
1st ..... Grand Prix Raceway..... 6- 9-79

KEVIN ARNOLD—VISTA KAWASAKI

1st ..... Knobby Hills..... 4- 8-79
2nd ..... Winchester Two Wheelers.... 4-29-79
1st ..... Spoke Spinners..... 5-18-79
1st ..... Red Bud TNT..... 5-26-79
1st ..... Rosewood MC Club..... 6- 3-79

WADE GIRTEN—
ABC KAWASAKI SALES AND SERVICE

1st ..... Lakeland Motocross Park..... 5-19-79
1st ..... Coon Ridge Park..... 5-20-79
2nd ..... Coon Ridge Park..... 6- 2-79
1st ..... Riverside Hills Motocross..... 6-10-79
1st ..... Coon Ridge Park..... 6-17-79

JEFF HEASTON—EHLERDING HEASTON

3rd ..... Niles Sports Forum.....
3rd ..... Portland Qualifier.....

JAMES KNIGHT—
DALLAS SOUTH KAWASAKI

3rd ..... Lake Whitney.....

JIMMY LAUER—CYCLE FIVE, INC.

2nd ..... S.M.E. MX Park..... 3-10-79
1st ..... S.M.E. MX Park..... 3-11-79
1st ..... Trailway Speedway..... 4- 8-79
1st ..... Trailway Speedway..... 4-22-79
1st ..... White Oak MX..... 5-27-79
2nd ..... Big Berm Raceway..... 6-17-79
1st ..... Sleepy Hollow..... 6-24-79

BOBBY LUTZ—
KAWASAKI CYCLEWORKS EASE

2nd ..... Dirt Country Motocross Park .. 3-31-79

DAVID MOHR—
KAWASAKI-HONDA MIDDLETOWN

1st ..... Treaty City MC Club Motocross 4-15-79

BRUCE NEWMAN—
HAYDEN-HONDA KAWASAKI

1st ..... Hidden Valley Cycle Park..... 4-29-79
1st ..... Hidden Valley Motocross..... 5-13-79

MIKE SMITH—MID STATE KAWASAKI

1st ..... Hillside Park..... 1-14-79
1st ..... Andrew Jackson Raceway..... 2- 4-79
1st ..... Hillside Park..... 3- 4-79
1st ..... Andrew Jackson Raceway..... 3-11-79
1st ..... Hillside Park..... 3-18-79
1st ..... Burnt Hickory..... 3-25-79
1st ..... Frog Town MX..... 4- 1-79
1st ..... Lakeland..... 4- 8-79
2nd ..... Indian Creek Motocross..... 4-15-79
1st ..... Jax MX 5- 6-79
2nd ..... Andrew Jackson Race Track .. 5-13-79
1st ..... Cycle Sports Stadium..... 5-19-79
1st ..... Cycle Sports Stadium..... 5-26-79
1st ..... Indian Creek..... 6-17-79

ED SYMNESTZEDT—
MONTGOMERYVILLE KAWASAKI

3rd ..... Trailsway Speedway, PA..... 6-10-79

SCOTT WATKINS—COX KAWASAKI

2nd ..... Pendleton County MX..... 3-25-79
1st ..... Pendleton County MX..... 4- 8-79
1st ..... Pendleton County MX..... 5-13-79
2nd ..... Glen Este..... 5-19-79
1st ..... Pendleton County MX..... 5-27-79
1st ..... Pendleton County MX..... 6-10-79
2nd ..... Glen Este..... 6-16-79
1st ..... Green Acres..... 6-17-79

DONNIE WESTFALL—
KAWASAKI GOOD TIMES

1st ..... Indoor MX..... 5-18-79

KX125

TRAY BATEY—FLOYD WILSON

2nd ..... Andrew Jackson Raceway..... 5- 2-79

BOB BRANSON—
ABC KAWASAKI SALES AND SERVICE

3rd ..... Chandler Raceway Park..... 6-24-79

DARREN GRAY—STEAR'S CYCLE SHOP

1st ..... Broome-Tioga, NY..... 4-22-79

PAUL HOOVER—#1 CYCLES

2nd ..... Jeep MC Wichita..... 4- 8-79
2nd ..... Cycle Land Hillsboro, KS..... 6- 9-79

DOUG JACKSON—VISTA KAWASAKI

1st ..... Pendleton County..... 3-25-79
3rd ..... Pendleton County..... 4- 8-79
3rd ..... Green Acres..... 4-15-79
2nd ..... Portland Trail Riders..... 4-22-79
1st ..... Pontiac, MI Silverdome..... 4-29-79
1st ..... Nevin Park..... 5- 6-79
2nd ..... Green Acres..... 5-20-79
1st ..... Nein Park..... 5-28-79
2nd ..... Terry Haute..... 6- 3-79

GLEN JACKSON—KAWASAKI OF PASADENA

1st ..... Rio Bravo Texas Series #2.... 4-29-79

JIMMY LAUER—CYCLE FIVE, INC.

1st ..... Trailway Speedway..... 4-22-79

MIKE ROSSINI—PHILLIPSBURG KAWASAKI

3rd ..... Clifford, PA..... 4-29-79
1st ..... Clifford, PA..... 5-20-79

ED SYMNESTZEDT—
MONTGOMERYVILLE KAWASAKI

2nd ..... Trailway Speedway..... 4- 8-79

STEVE THOMAS—CADIZ AUTO PARTS

2nd ..... Christian County Riders Track . 3-25-79

JOEL TOSH—CYCLE SPORTS AND SERVICE

2nd ..... Country Springs, PA..... 4-22-79
3rd ..... Country Springs, PA..... 5-20-79

TERRY TRICE—
ABC KAWASAKI SALES AND SERVICE

2nd ..... Chandler Raceway Park..... 6-24-79

BILL TUMAN II—TRI CITY M/C SALES

1st ..... Coal Valley, IL..... 5-13-79
3rd ..... Tipton Hills Rec..... 6-22-79

JIM VAN ANDEL—
IVAN'S MOTORCYCLE SALES

3rd ..... Portland Trail Riders..... 4- 1-79
3rd ..... Millington Bulldogs..... 4-15-79
2nd ..... White Birch..... 5-19-79
2nd ..... White Birch..... 6- 3-79
1st ..... White Birch..... 6- 3-79
1st ..... Red Bud..... 6-10-79
1st ..... White Birch..... 6-16-79
2nd ..... Portland Rulers..... 6-24-79

CHARLES A. WALTER II—
HAYDEN HONDA-KAWASAKI

2nd ..... Hidden Valley..... 4-15-79
1st ..... Hidden Valley..... 4-30-79
2nd ..... Winchester Speedway..... 5-27-79
2nd ..... Winchester Speedway..... 5-28-79
3rd ..... Red Bud Motocross..... 6-23-79

DONNIE WESTFALL—
KAWASAKI GOOD TIMES

1st ..... Amarillo Speedway..... 6-10-79

KDX400

JIM COMBS—BILL'S CYCLE CENTER

1st ..... Knoxville, IA..... 6-10-79

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e a Kawasaki.

KX80

TIM AUSTIN—D & D KAWASAKI

1st	Sears Point	1-21-79
1st	Cycle Land	1-28-79
1st	Kingdome	2-11-79
1st	Marysville MX	2-24-79
1st	Marysville MX	3-11-79
1st	Dixon	3-11-79
1st	Marysville MX	3-18-79
1st	Marysville MX	4-15-79
1st	Marysville MX	4-29-79
1st	Dixon	5- 6-79
1st	Plymouth, CA	5-20-79

MICHAEL BISHOP—REGENCY KAWASAKI

2nd	Valdosta MX	3- 4-79
1st	Gatorback, FL	4-29-79
1st	Valdosta MX	5- 6-79
3rd	Sunshine MX	5-13-79
2nd	South Georgia MX	5-20-79

DOUG CHANDLER—SALINAS KAWASAKI

1st	Sand Hill	1-28-79

DAVID DOUGLASS—TOWN & COUNTRY

2nd	Austin MX Park	5-25-79
1st	Mosier Valley	6- 3-79

ace Results Only

BRIAN EATON—KAWASAKI OF COCATELLO

1st	Hayerman, ID	4- 1-79
1st	Cedar Buttes	5- 6-79

DENNIS FENNEL—CYCLE COUNTRY

1st	Castle Rock	3-18-79
1st	Castle Rock	3-25-79
1st	Saddleback	4- 8-79
1st	Woodland Winter Park	4-15-79
1st	Mulky ORV Woodland	5-12-79
1st	Mulky ORV Woodland	5-13-79
1st	MC Minniville	6- 9-79

TROY GRAHAM—
DOUG KANE CYCLE WORLD

1st	Greenville, OH MC	2-25-79
2nd	Albany, OH MC	3- 5-79
3rd	Coolville, OH MC	3-11-79
1st	Greenville, OH MC	3-18-79
1st	Silverdome Supercross	4-29-79
3rd	Motocross-Glen Este Speedway	5- 5-79
1st	Coolville, OH MC	5- 6-79
1st	Lancaster, OH MC	5-13-79
3rd	Linnville, OH MC	5-28-79
2nd	Linnville, OH MC	6- 9-79
2nd	Linnville, OH MC	6-10-79

CHRIS GRAY—STEAR'S CYCLE SHOP

1st	Sleepy Hollow, PA	4-22-79

SHANNON IVEY—KAWASAKI OF ATHENS

3rd	Mulberry MX	2-11-79
1st	Metrolina Speedway	3-11-79
2nd	Wildcat Creek	3-18-79
2nd	Burnt Hickory	3-25-79
2nd	Mulberry MX	4- 1-79
3rd	Rolling Ridge	4- 8-79
1st	Framquad MX	5-13-79
1st	Mulberry, MX	5-20-79
1st	Wildcat Creek	6- 3-79

DUSTIE JENKINS–SPRINGFIELD KAWASAKI

1st	MX 92	6-23-79
1st	MX 92	6-24-79

RANDY JONES—CYCLE FIVE, INC.

1st	PA Farm Show Arena	2-17-79
1st	Trailway Speedway	3-18-79
2nd	Saddleback Park	3-31-79
2nd	World Mini Grand Prix	4-6/7/8
1st	Hampshire Cycle Club	4-22-79

RANDY McCANN—MID TOWN KAWASAKI

3rd	Bryar Motorsport Park	6-24-79

BRANDON REYES—SALINAS KAWASAKI

1st	Prairie City	5-17-79
1st	Little Okie	6- 9-79
1st	Little Okie	6-23-79
1st	Little Okie	6-30-79

TOMMY SEIDEL—LEE'S CYCLE

1st	Cycle Land	1-21-79
1st	Cycle Land	1-28-79
1st	Chico Cycle Land	2- 4-79
1st	Chico Cycle Land	2-11-79
1st	Cycle Land	3-11-79
1st	Marysville M/X	3-18-79
1st	Marysville M/X	4-15-79
1st	Oasis	5- 6-79

PUNKY STITES—KAWASAKI CITY

1st	Shellbyville, IL	5- 6-79
1st	Sparland, IL	5-13-79
1st	Harding, IL	5-21-79
1st	Harding, IL	6- 2-79
1st	Sparland, IL	6-10-79
1st	Bryon, IL	6-17-79
2nd	Shellbyville, IL	6-24-79

TROY STOLL—KAWASAKI OF TOLEDO

1st	Hare Scrambles	4- 1-79
1st	Sandusky Valley Riders MC	4-22-79
3rd	Delta, OH MC	5-26-79
1st	Nite Motocross	6- 9-79
3rd	Dirt Rider Motocross	6-10-79
3rd	Delta, OH MC	6-16-79

KEITH TURPIN—KAWASAKI CITY SOUTH

1st	G.N.C. Qualifier	2- 4-79
2nd	Mulberry MX	2-11-79
1st	Burnt Hickory	2-25-79
1st	Burnt Hickory	3-25-79
1st	Dixie Spring National	3-29-79
1st	Mulberry MX	4- 1-79
1st	Rolling Ridge	4- 8-79
1st	Mulberry MX	4- 1-79
1st	Rolling Ridge	4- 8-79
1st	Wildcat MX	4-22-79
1st	Atlanta Int. Raceway	5-28-79
1st	Dixie Regional Natl.	6- 3-79
1st	Burnt Hickory	6-10-79
1st	Dixie Regional Natl.	6-16-79
1st	Dothan MX	6-22-79

JERRY TYLER—CADIZ AUTO PARTS

2nd	Lakeland Motocross Park	5-19-79

ED WARREN—LAPEER SPORTS

1st	Alexandri Comp. Club	3- 4-79
1st	Hilltoppers M.C.	3-11-79
1st	Portland Trail Riders	3-18-79
1st	Ohio Comp. Riders	3-25-79
1st	Portland Trail Riders	4- 1-79
1st	Millington Bulldog MC	4- 8-79
1st	Millington Bulldog MC	4-15-79
1st	Millington Bulldog MC	4-22-79
2nd	White Birch Cycle Park	5- 6-79
1st	Baja Acres MC	5-14-79
1st	White Birch Cycle Park	5-19-79
1st	White Birch Cycle Park	5-21-79
1st	Baja Acres MX	5-27-79
1st	White Birch Cycle Park	6- 2-79
1st	Polka Dots MC	6- 9-79
1st	Baja Acres MX	6-10-79
1st	White Birch Cycle Park	6-16-79
1st	White Birch Cycle Park	6-18-79

The only payment for an amateur is winning. That's what Kawasaki's all about. If you ain't got the greens, you're gonna get the blues. Keep it it up, gang, and don't let the good times pass you by.

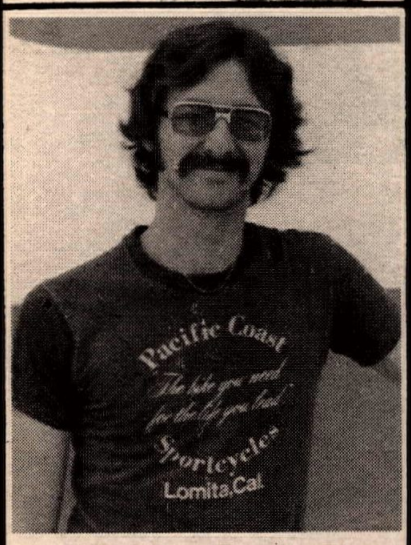
Kawasaki

Heh, heh, heh.

PCS TIPS

TERRY NEWBERG

MASTER MECHANIC



"At Your Service"

As we all know, proper motorcycle maintenance is essential for trouble-free riding. It can also be confusing, time consuming and expensive depending on the type of problems you have and where the bike is repaired. So here are some suggestions that will alleviate some of this "grey area" and lead to better, quicker, and a lot of times less expensive motorcycle repair.

1) Do not disassemble your bike before taking it to the shop. "Basket cases" require as much or sometimes more time to trouble shoot and reassemble as an untouched unit.
2) Clean your motorcycle. A "sano" motorcycle is easier and faster to work on than a dirty one. If you take pride in your motorcycle, the mechanic will take pride in working on it for you.
3) Be sure to explain in detail all circumstances concerning the problems you have encountered.
Communicate with the service writer. Tell him in detail all circumstances prior to, during, and after the problem was noticed. This will aid in pinpointing the breakdown and less time will be spent diagnosing the problem resulting in less money spent.
4) If you have a big job you need done, for example, complete engine overhaul or frame straightening, the best time to take it in is during the slower months, November thru February. Mechanics are less pressured during this period and are able to spend more time "dialing in" the jobs they work on.
5) Tired of waiting two weeks for a tune-up? There are shops that offer one day service, usually on Saturday and run on a first come-first serve basis.

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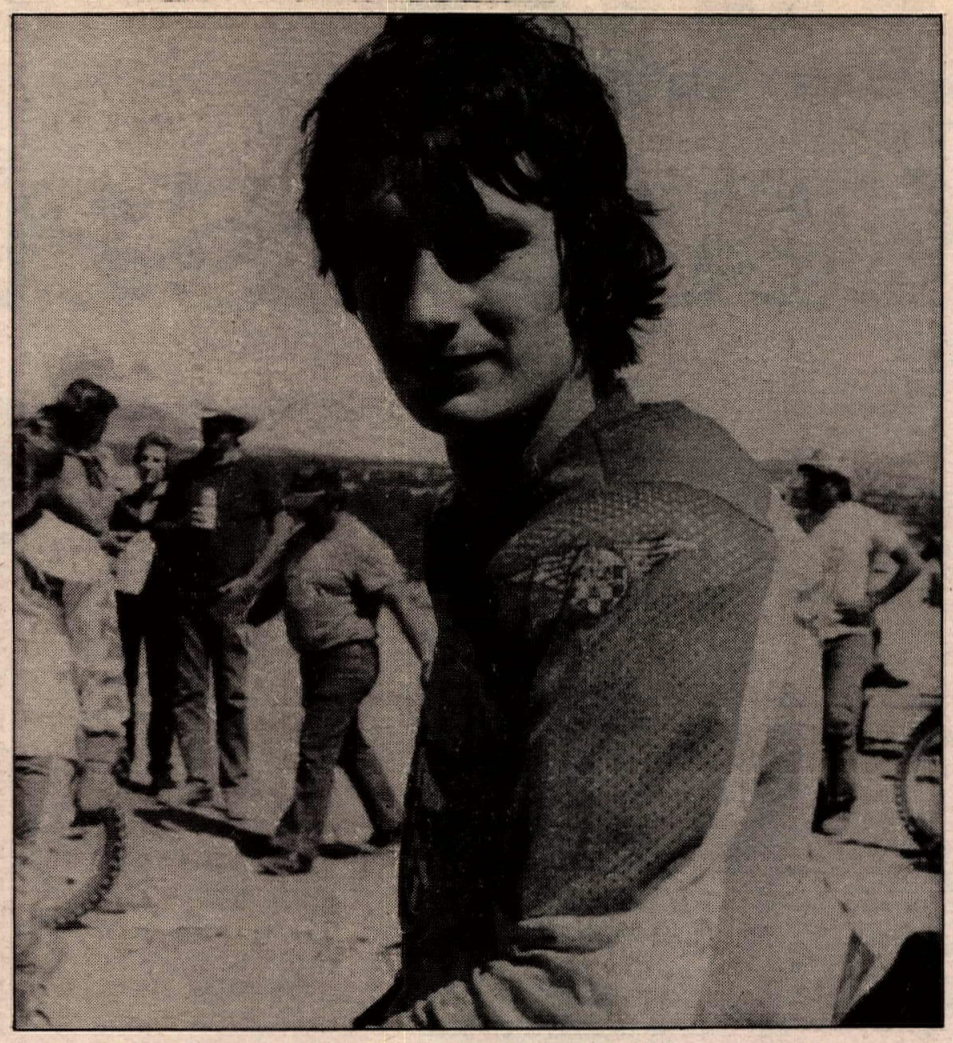
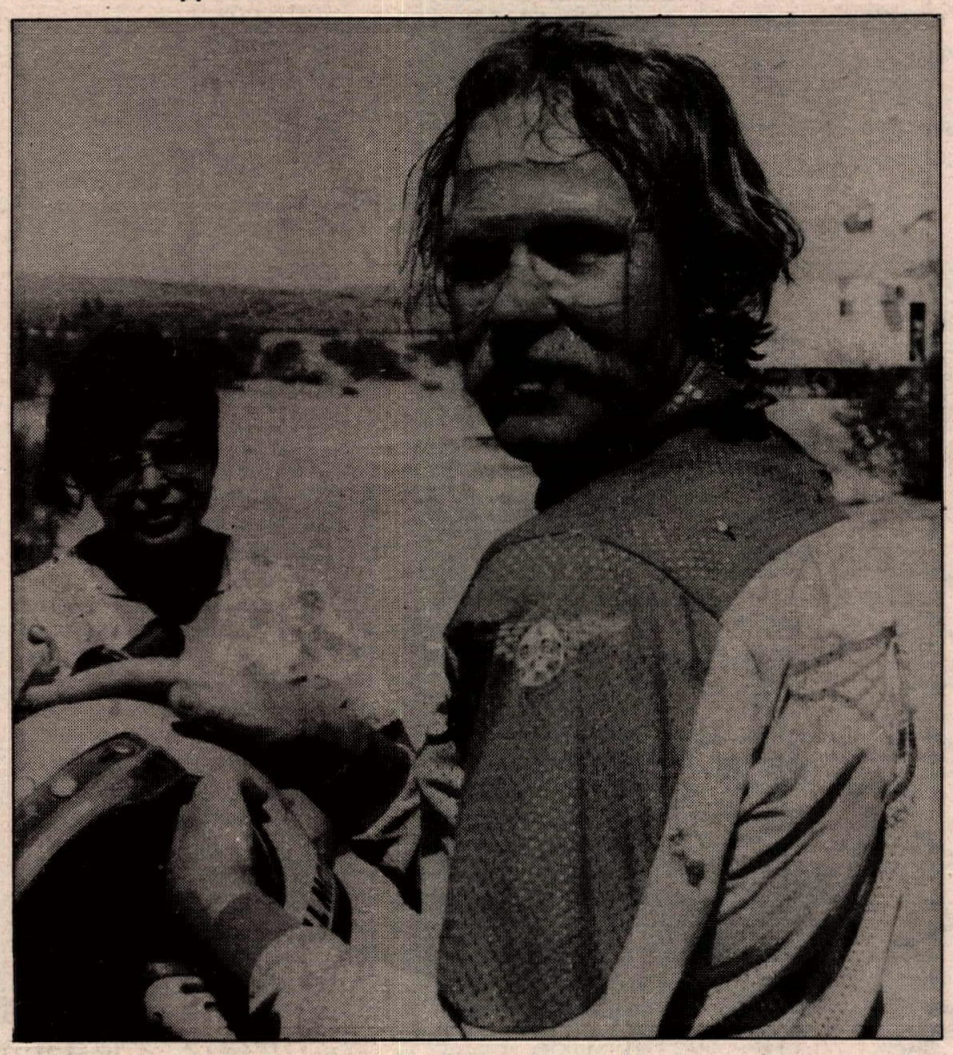


(Above) John Foster finished fifth overall, first "C" Expert. (Below) Monte Lee topped the Veterans for about the fourth time.



Ogilvie takes win #10

By Joyce May

RED MOUNTAIN, CA, SEPT. 16

Bruce Ogilvie held off all challengers, including the heat and the price of gas, as he earned an impressive win at the Dusters AMA D-37 hare scrambles. At 4 p.m. on Saturday, however, the area looked like a small rockhound camp and the Dusters began to wonder if they were going to outnumber the riders.

The bota bag contest Saturday night drew a small but very enthusiastic crowd, with a member of the Dusters earning first place with a time close to four minutes. A member of the Desert M.C., with more of the fragrant wine on his clothes (including, believe it or not, his socks) than in his mouth, earned the dubious second place honors, while a member of the Desert Donkesy took third with more wine on the inside of his mouth than out and truly felt the effects the next morning.

Final entry count for the race was about 200 as the riders trooped to the start line for a nice, early 8 a.m. start. But, as has been the continuing case recently, the ambulance, whose crew seems to care very little for the welfare of the riders in this heat, didn't bother to show up for another hour and a half! So the riders scrambled for whatever shade they could find until the new start time was set.

The Dusters used a good challenging trail, but also kept in mind throughout the entire course, the devastating effect the heat can have on the riders. The riders all seemed to agree after the race was over, that it was an excellent summer course.

When the banner finally dropped the heat of the day was beginning to be felt. The bomb run went east, down the valley and through the infamous canyon with its 10-15' drop off.

Not far beyond this spot Pete Postel, running in the top 10, got off hard and dislocated his shoulder. He waited for his brother, Bill, to come by and stopped him. Bill's adrenalin was flowing strongly, and he was raring to race, but when he saw that his brother was hurting, he dropped out and brought Pete back into the pits.

It didn't take desert-wise Bruce (Dales Modern Cycle Yamaha) long to take over the lead. Not far behind him were speedsters Greg Thomas (Dick Allen's Yamaha) and Kem Park (Torco Oil Husky). Kem's whole family was in the pits this race, giving the already fast Kem extra incentive to do well.

Ogilvie led the racing herd into the pits in record time. Greg Thomas, first 250cc Expert, was next with Park in the third spot, second 250cc Expert.

John Foster, finally back in his old form, led the 'C' class, fourth overall.

Number 594 was in the fifth spot, second Heavyweight with Ed Zarp (Heavyweight Expert) ripping at his heels. Suzuki-mounted Rich Zajic (250cc Expert) was next with first veteran honors going the #V646 in the Heavyweight class, eighth overall.

Bill Saltzman (Heavyweight Expert) was ninth overall followed by wildman Charlie Hammil (second Expert 'C') who, true to that nickname, had done an "almost backward sommersault" for the cameras as he came into the pits.

Steady Doug Winchell whose been an Invader for a long, long time was running 11th overall, fourth Heavyweight.

First Old Timer in for gas was Bob Doig, well in front of the next rider in his class. Kelly Wiseman was first gal, in the 25th overall spot.

First and second trail bikes were carrying on a terrific battle as Pete Andelman had his hands full staying ahead of challenger Oren Beck, Jr.

First and second novices in for gas were two 250s really riding hard. Number 571x had only a breath of a lead over Brad Baum.

The checkered was out for all the Beginners and the Novice Trails. First Beginner honors went to Jim Mattox ("C" class) with Brian Vann, also in the "C" class, giving him a real run for the money. Number 557x took third overall, first 250cc.

Tough Novice Trailbiker Dave Morrison was fourth overall, first Trailbike.

Sandy Love earned first lady

(Novice Trail) honors, but Beginner Pat Payne was close behind.

As all the two loopers headed out onto their second run around the course, they discovered that the second loop didn't head out towards the bomb, but instead led across the tracks where the riders went over trails not run on the first loop, through check four, and then back across the tracks to pick up the first loop course. This was a new and challenging innovation to the old run-of-the-mill hare scrambles and the Dusters should be congratulated on their creativeness.

Ogilvie still led the roaring herd but #594 had dropped back to seventh overall with Zarp and Zajic each moving up a place.

The battle continued to rage between #571x and Baum as they came flying into check four.

Once back on the familiar first loop the riders settled in to move up whenever the dust and trail would allow. A breeze had come up, making the heat tolerable.

Ogilvie flew through the pits for the second time with the greatest ease, having cushioned himself with a very comfortable lead over second place Greg Thomas, who himself had stretched out equally as long a lead over the third spot. Greg seems to finally really be coming into his own while his brother, Cliff, who had such a fabulous first half year, is now experiencing one breakdown after another.

Park held on to third overall, second 250cc while Zajic was closing in on him after Zarp dropped out.

In fifth overall was John Foster(first "C"), riding for Al Baker, with always threatening Saltzman close behind in the sixth overall slot.

Number 594 held on to the seventh spot while Doig had moved well on the second loop, finishing with first overall Senior honors just ahead of first Veteran #V646.

Hamill held onto the 10th overall spot throughout the entire race and finished second "C" Expert, while young showman Donnie Morrison, moved up behind him, finishing first Amateur "C". Donnie can always be spotted with the bright red Midas Racing shirt and his distinctively creative riding style.

Consistant Checker member Verlin Van Zee (Heavyweight Expert) was 12th overall followed by #1111x. "Doc" Morris Norman moved up for a 21st overall spot in the pits to 14th overall, second Senior Heavyweight.

First 250cc Vet honors went to Monty Lee (another Al Baker rider), making this his fourth or fifth first-in-class for him in as many races.

Kelly Wiseman was first gal in the 28th overall spot with Trudy Beck earning the second spot.

Trudy's little brother, Oren, Jr. did some real he-man riding on the second loop as he overpowered Andelman and moved up from 59th overall to 47th. Meanwhile Andelman was moving too, finishing 51st overall, seven spots better than on the first loop.

Number 571x and Baum held their first and second Novice spots to the very end where #571x had finally managed to get a little distance between himself and Baum.

After all the dust settled super fast star Dan Ashcraft was seen sporting a special air splint on his arm. Rescue 3 felt quite sure he had broken his arm.

An apology goes out to the Amateurs and Novices who won their classes. No final results were available at press time and the unofficial lap sheets were not detailed. ●

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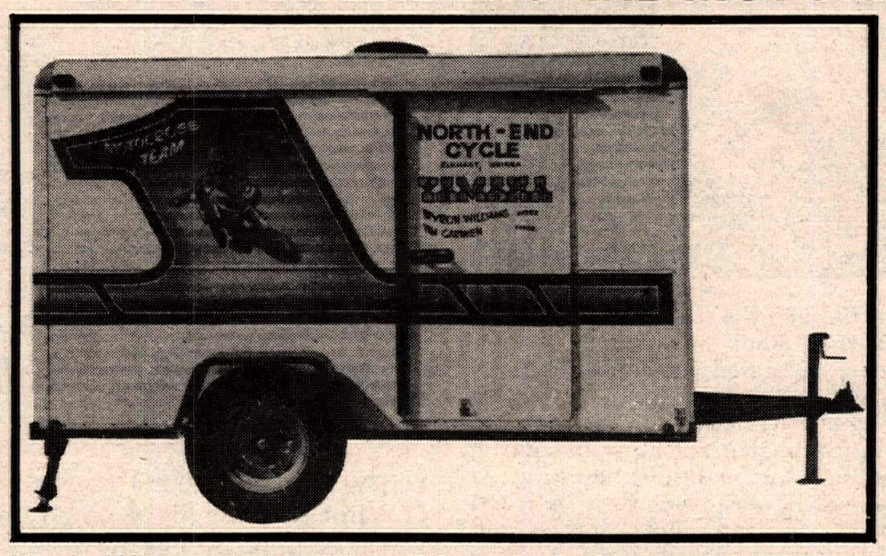

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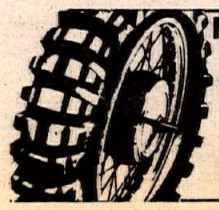

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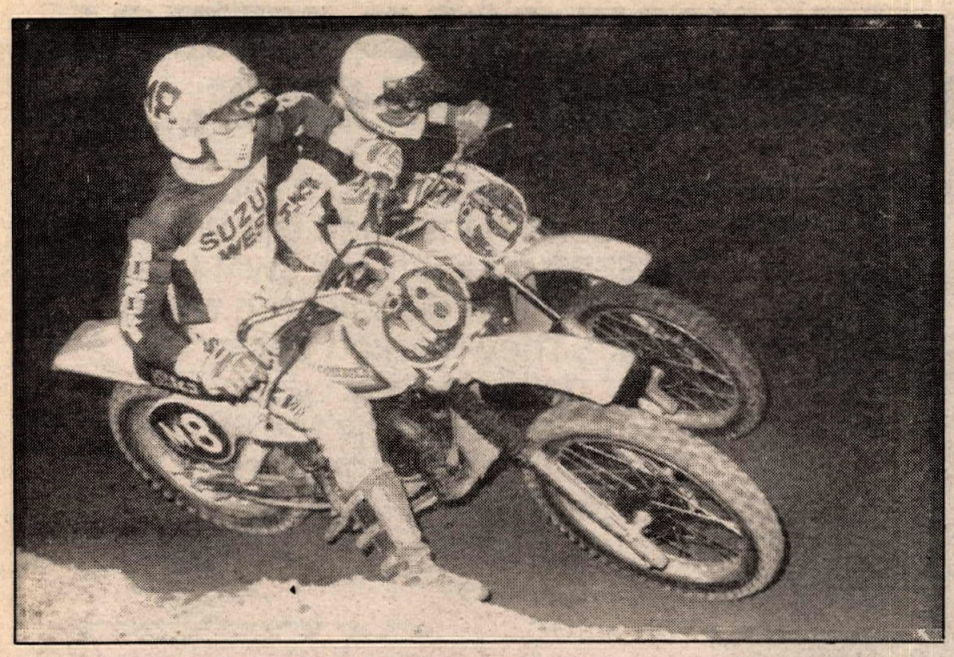
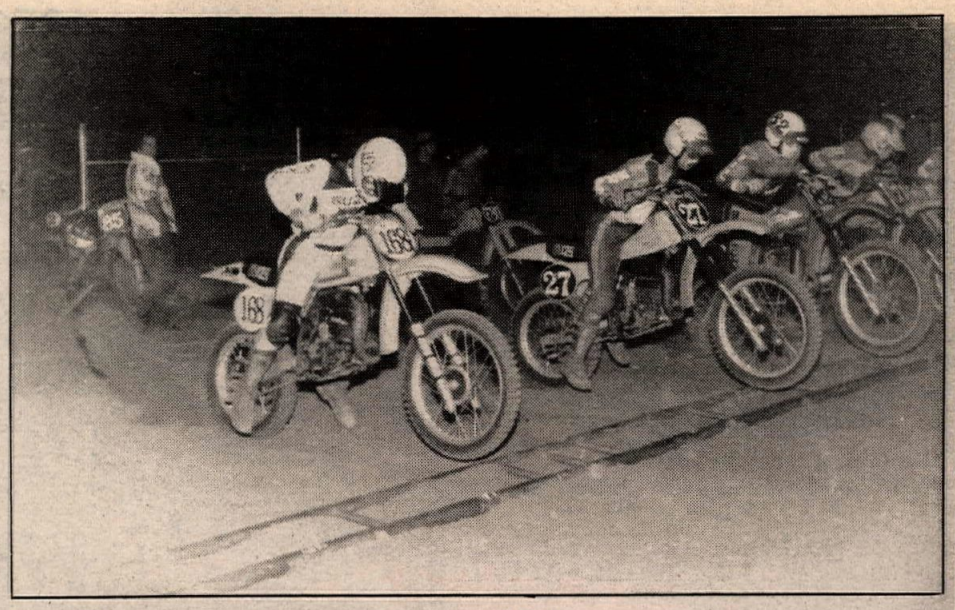


(Above) Corona 125cc Pro winner Craig Dale (M8) dices with Troy Smith. (Below) Marty Miller (753) and Greg Zitterkopf fly at Corona.



The 125cc Intermediates get started at OCIR.

Dale once more at Corona

By Ron Lawson

CORONA, CA, SEPT. 14

Craig Dale's domination of the 125cc Pro races at Corona Raceway had a brief interruption for two weeks when the Suzuki West rider went to northern California for an AMA qualifier. But last Friday night he was back, and it was business as usual as he ran away with top money. He and his friend Troy Smith, also of Suzuki West shot out of the hole side by side at the start of moto one, but it wasn't long before Dale had established himself firmly in the lead. Rick Stout from Suzuki of Riverside came off the line poorly and had to work in the early laps to get into fourth behind Eddie Glover (Kaw). On the third lap, both Glover and Stout gained a spot when Smith dropped back. Then Stout gained another position by passing Glover. After that, the order was set for the rest of the race with Dale and his constantly growing lead on top, Stout in second and Glover and Keith Williamson (Suz) following.

Round two saw Dale get one of the most incredible holeshots of the year. He piloted his totally stock RM over the Even Break reverse falling start to about a six bike length lead by the time he hit the first turn. Stout got another rotten start, as did Glover, and they spent the early laps trying to cut through the traffic. It was on lap six that Stout moved into second, where he stayed for the rest of the race. But Glover's luck wasn't quite so good and he had a high speed get-off on the same lap which put him out of the races for the rest of the night. At the end, it was once again Dale and Stout on top but Smith and Williamson switched places to give Smith third place money.

The 250cc Pro class went to Redlands Suzuki pilot Marty Miller, but only after a hard race with Bill Chapin (Yam) and Greg Zitterkopf (Mai). In round one, Chapin was leading in the early laps, but Miller did manage to pass him at the halfway point. After that, Chapin's bike developed an air leak and he was unable to rechallenge Miller for the lead, although he came very close. The second moto saw Miller pass Zitterkopf, then Zitterkopf pass Miller and finally Miller pass Zitterkopf for the lead. While those two were busy dicing back and forth Ted Hoyt (Yam) moved into third and Chapin took fourth. That's how it remained for the overall standings.

The 125cc Intermediate class was taken again by Ryan Eide and his DG Suzuki. He took the first moto while Quinton Smith (Suz) DNF, but in round two Smith came back for the moto win. Eide still got the win while Smith wound up with fifth overall behind Rob Miller (Suz), first time Intermediate Nate Rauba (Suz) and fourth place Brian Mayer (Suz).

Results

MINI BEG: 1. Robbie Buchana (Yam); 2. Roger Ebling (Kaw); 3. Kevin Canada (Kaw).

MINI NOV: 1. Ron Bell (Kaw); 2. Chris Taylor (Yam); 3. Doug Rayes (Kaw).

MINI EX: 1. Tracy Meeks (Suz); 2. Bruce Bunch (Yam).

100 NOV: 1. Pat Schreffler (Yam); 2. Fred Hunter (Suz).

125 BEG: 1. Craig Cable (Suz); 2. Don Mills (Suz); 3. Mike Williams (Yam).

125 BEG: 1. Russ Joslin (Suz); 2. Mark Ivey (Suz); 3. Lenny Barba (Yam).

125 BEG: 1. Scott Everett (Suz); 2. Cor Schouten (Suz); 3. Jim Schuessler (Yam).

125 NOV: 1. Sam Ramirez (Suz); 2. David Barnes (Suz); 3. John Grigsby (Yam).

125 NOV: 1. Craig Edwards (Yam); 2. Dennis Hukeu (Yam); 3. Matt Sarunatari (Suz).

125 NOV: 1. Rick Vanderham (Yam); 2. Mike Brinkley (Yam); 3. Ed Warren (Yam).

125 INT: 1. Ryan Eide (Suz); 2. Rob Miller (Suz); 3. Mate Rauba (Suz).

125 PRO: 1. Craig Dale (Suz); 2. Rick Stout (Suz); 3. Troy Smith (Suz).

250 BEG: 1. Rob Ogan (Suz); 2. David Freeman (Yam); 3. Mark Mason (Kaw).

250 NOV: 1. Ron Harrison (Yam); 2. Dennis Parton (Yam); 3. Ken Clausen (Hon).

250 INT: 1. Roy Holsheimer (Yam); 2. David Neal (Hon); 3. Jerry Ebling (Kaw).

250 PRO: 1. Marty Miller (Suz); 2. Greg Zitterkopf (Mai); 3. Ted Hoyt (Yam).

OPEN BEG: 1. Mark Spuk (Yam); 2. Brian Twamley (Yam); 3. Randy Bruce (Suz).

OPEN NOV: 1. Jim Speight (Mai); 2. Terry McCreery (Suz); 3. John Blagakeney (Hus).

OPEN INT: 1. Mike Hair (Yam); 2. Bill Conroy (Yam).

Corzatt escapes OCIR Mini-crunch

By Tom Corley

IRVINE, CA, SEPT. 13

While some night motocross tracks may be closing down in the next month, the R.A.C.E. Motocross race at OCIR will continue. Promoter Steve Crosby made it clear that only a couple of holidays and too much rain will stop the program. So if you haven't tried the new OCIR track come on out on a Thursday.

A lot of excitement was seen in the Mini class racing this evening. Almost too much. All of the Beginner, Novice, Intermediate and Expert riders were scrambling on the track at the same time, so there was plenty of competition. Sometimes a little spill occurs now and then, but this evening a big spill took place. One rider fell in the middle of the track but when the yellow flags went out, the riders didn't heed the warning. Consequently, a few riders piled up one right after the other just like a stack of dominos.

Dave Crozatt (Yam) seemed to escape all of the confusion and just stayed way out ahead. He earned the win in each moto and thus gained the Mini Beginner overall win. Tony Linehan (Kaw) is riding consistently and it is paying off; he ended up second place finisher over Derek Nye, Paul Honescko and Mark Duncan. Mike Healey of R&D Racing Engines won the Expert class while Taylor Marcell was the Intermediate winner and Gary Clark was the first Novice.

Results

MINI NOV: 1. Gary Clark (Yam); 2. Chris Sparks.

MINI BEG: 1. Dave Corzatt (Yam); 2. Tony Linehan (KX); 3. Derek W. Nye (Yam).

MINI INT: 1. Talor Marcell (Kaw).

MINI EXP: 1. Mike Healey (Suz).

125 NOV: 1. Dave Opem (Suz); 2. Jeff Chandler (Suz); 3. Scott Lockhart (Hon).

125 BEG DIV I: 1. Gary Ward (Yam); 2. Larry Howard (Hon); 3. Blake Miller (Hon).

125 BEG DIV II: 1. Kurt Pfeiffer (Yam); 2. Mark Knepper (Hon); 3. Don Myron (Suz).

125 INT: 1. Danny Bartholomew (Suz); 2. Quinton Smith (Suz); 3. David Anderson (Yam).

125 PRO: 1. Doug Dubach (Yam); 2. Troy Smith (Suz); 3. Todd Simmons (Yam).

250 NOV: 1. Mickey Dymond (Kam); 2. Scott Pfeiffer (Yam); 3. Mark Stroup (Suz).

250 BEG: 1. Russ Sweeney (Kaw); 2. Ed Hurtado (Hon); 3. Mark Fitzgerald (Suz).

250 INT: 1. Glen Senecal (Yam); 2. Don Gibbons (Yam); 3. Brice Warden (Yam).

250 PRO: 1. Mark Marinez (Yam); 2. Tim Salter (Hon); 3. John Land (Mai).

500 NOV/BEG: 1. Roy Porter (Yam); 2. Steve Nomed (Suz); 3. Kevin Weiske (Yam).

500 INT: 1. Doug Cave (Yam); 2. Rick Thompson (Mai); 3. Frank Said (Mai).

500 PRO: 1. Scott Cavness (Suz); 2. Gordon Smith (Yam); 3. Mike Said (Mai).

O'Mara, Drury dash to CRC Night MX Cash

By Nanette Marie

VALENCIA, CA, SEPT.14

Yamaha Motor Corp/Al Baker R&D sponsors Johnny O'Mara came out to the California Racing Club's bi-weekly Friday Night Motocross on Indian Dunes' International Track and took home another good paycheck along with a bundle of points toward his bid for the CRC Number One 125cc plate. Alongside him in the winners' circle was Track n' Travel Maico's John Drury, who failed to win a moto in the combined 250/Open Pro class, but grabbed the overall victory with his 4-2 score.

In the first 125cc Pro moto, O'Mara took the holeshot with Ron Barker-backed Bobby Kline right behind. The duo set out and battled the entire moto, but O'Mara roosted off with the lead. Jimmy Holley followed behind Kline when the checkers came out, and the top three positions held firm.

Round two saw O'Mara again take the holeshot with Kline second, but in the first turn, O'Mara's Yamaha Support teammate Holley went down hard and had to restart dead last. O'Mara and Kline went out and had another moto-long battle despite Kline going down on the second lap. Near the end of the race, Kline was gaining ground on O'Mara, but not at a quick

Gregg Waldrup won the 125cc Pro class at CMC's Ascot night motocross.

enough pace to be a threat before the flag. Third went to Mark Moscrop, as did thrid overall. David Barberio picked up fourth overall with a steady pair of fives ahead of Holley's 3-7 fifth.

In a hotly-contested combined 250/Open Pro chase, Cole Brothers rider Kenny Zahrt battled with Track n' Travel's John Drury and another Maico rider, Steve Richard, for the overall. Zahrt holeshot the first moto with David Barberio right behind on his Cole Bros. Suzuki, and the two quickly ran away from the pack. For the entire first three-quarters of the race, Barberio stuck to Zahrt like bubble gum. Late in the race lapped riders came into play, and Zahrt took advantage of them to pull slightly away from Barberio for the win.

In moto two, Richard took the holeshot with Barberio and Zahrt right behind. At the end of lap one, Zahrt made a beautiful pass to slip around Barberio, but as the front trio entered the tower right hander, Zahrt stuck his right foot into a hole, and popped his right knee out of its socket. In pain, the Maico rider shot up into the first turn out of control and went down, but was soon up and applying pressure to the knee. After dropping two laps, Zahrt went on to finish the race to take fourth overall.

Out front, Richard pulled away from Barberio who'd dropped to fifth. John Drury pulled into second which at the checkered flag gave him the overall win ahead of Richard and Barberio.

The California Racing Club is hosting a qualifier on Frinday night, October 12, for their big race at Anaheim Stadium on November 18, the morning after the Coca-Cola Bottlers' Motocross finals Supercross event. Other qualifiers are being held throughout the state, and for four weeks, Southern California riders will get eight shots at qualifing for a spot in the all-day Speed Weekend program at Anaheim Stadium. Check Cycle News and the California Racing Club for further details.

Results

125 PRO: 1. John O'Mara (Yam); 2. Bob Kline (Hon); 3. Mark Moserop (Yam).
100 BEG: 1. Clyde Yokoi (Suz); 2. Kenny Willison (Yam).
100 NOV: 1. Curt Farrar (Suz); 2. John Islander (Yam).
100 INT: Andy Nelinger (Suz).
125 NOV: 1. Karl Allen (Suz); 2. Frank Castanzo (Suz); 3. Joe Galdti (Suz).
125 INT: 1. Ken Marquez (Suz); 2. Robbie Brown (Suz); 3. John Langhammer (Yam).
500 INT: 1. Mark Rickey (Yam); 2. Steve Shover (Suz); 3. David Spring (Mai).
125 BEG: 1. Greg Sumey (Suz); 2. Jame Zamora (Yam); 3. Craig Lynch (Suz).
250 BEG: 1. Mark Heller (Mai); 2. Russel Wolff (C-A); 3. Roger Williams (Hon).
500 BEG: 1. Thomas Willis (Hus); 2. Michael Gatzow (Yam); 3. Jeff Herfole (Mai).
250 NOV: 1. Steve Blase (C-A); 2. Ron Stebe (Yam); 3. Todd Clark (Suz).
500 NOV: 1. Dan Martens (Suz); 2. Dan Cherrier (Mai); 3. Jim Wyrozumski (Yam).
VET JR: Mike Kane (Yam); 2. Dick McDonald (Yam); 3. Delaid Dale (Suz).
VET INT: Kent Shepard (Suz).
VET SR: Gary Willison (Mai).
MINI INT: Tom Stout (Yam).
MINI EX: Erik Kehoe (Yam).
MINI NOV: 1. Mike Brown (Suz); 2. Rick Engelhart (kaw); 3. Jeff Barbacovi (Yam).
MINI BEG: 1. Chris Balades (Suz); 2. Alan Lippie (Yam); 3. Tony Puga (Kaw).
250/OPEN PRO: 1. John Drury (mai); 2. Steve Richard (Mai); 3. David Barberio (Suz).

Peterson controls CMC MX at Ascot

By Tom Corley

GARDENA, CA, SEPT. 12

California Motosport Club's motocross season at Ascot Park will be coming to a close on Wednesday, Sept. 26, so if you haven't raced at this famous track there's one last chance. There's a new Elsinore motocross event running every Thursday night and on the second and fourth Sunday of the month, and true stadium MX at San Bernardino on Friday.

The 500cc Intermediate class fired off at the same time as the Pros because these two classes are usually fairly small. Todd Peterson was the man in control of the 500cc Pro class once again, and he really has this track wired. Even more excitement was seen in the Intermediate race, particularly in the first moto. Steven Van Zant from Long Beach led on his Maico to take the first win over Pancho Spain of DMG. Jeff Ortberg from Newport Beach has been racing on a Maico for some time now but just recently he has qcquired a brand new KTM 400, the same type of machine that Peterson rides. Jeff gave it a good go but started to slow down somewhat while heading to the corner before the crash wall. Don Draskovich of DMG as racing in the Pro class and was moving somewhat faster and naturally figured that he could just glide on by Ortberg with no problem at all. Somehow Don side-swiped the new KTM, and the two of them hit the ground. Both of them came out of it OK, but it killed their chances of winning.

After this little mishap, I figured Ortberg was going to call it a night. But when the second moto started, Jeff was in the contest and placed third while Spain and Van Zant were first and second. Pancho Spain came out of the race as the overall 500cc Intermediate winner but just barely edged out Steven Van Zant on points. Jeff Ortberg was third overall and did not win any prize this time. Steven Sobodos from Fullerton was the fourth place finisher.

A lot of the riders are racing several times each week. One guy who races both under the lights and during the heat of the daytime is Gilbert Leos (Kaw). It is certainly paying off for Gilbert, and he's starting to pick up the wins. Tonight he was very successful in the 250cc Junior class and ended up the overall winner. There were some talented riders, but Leos had no problem with them and won — both motos. David Figueroa was about as consistent as a rider could be and took two second place wins behind Leos. The riders who made ujp the rest of the class included: Dan Arellano, Dave Whatley, Ron Olson, Allen Padilla, Fred Schmidt, Shawn Tracy, Tony Prictchard, Rusty Rosenthal and Mike Overby.

Results

MINI JR: 1. Gary Ybarra (Kaw); 2. Tim Rutherford (Kaw); 3. Johnny Whitsett (Suz).
MINI INT: 1. Skip Godinez; 2. Dean Peterson.
100 JR: 1. Bobby Headworth (Yam); 2. Michael Buchanan (Suz); 3. Brian Bates (Yam).
100 INT: 1. Scott Graham (Yam).
125 JR DIV I: 1. Ron Eversole (Suz); 2. Chris LaForm (Suz); 3. Dan Arellano (Yam).
125 JR DIV II: 1. Mark Allen (Yam); 2. John Stapleton (Suz); 3. Del Shamblin (Suz).
125 INT: 1. Scott Graham (Yam); 2. Randy Sciarra (Suz); 3. Rick Sauers (Suz).
125 PRO: 1. Gregg Waldrup (Yam); 2. Todd Peterson (Suz); 3. Ross Maeda (Suz).
250 JR: 1. Gilbert Leos (Kaw); 2. David Figueroa (Suz); 3. Dan Akellano (Yam).
250 INT: 1. Randy Rogers (Yam); 2. C.T. Wenner (Suz); 3. Daryl Hance (Suz).
250 PRO: 1. John Lane (Mai); 2. Gregg Waldrup (Yam); 3. Gary Jones (AMX).
500 JR: 1. Mike Jansen (Mai); 2. Don Green (Hus); 3. Dickie McMillen (Hus).
500 INT: 1. Pancho Spain (DMG); 2. Steven Van Zant (Mai); 3. Jeff Ortberg (KTM).
500 PRO: 1. Todd Peterson (KTM(; 2. Gary Jones (AMX); 3. Joe Stew (Mai).

Ed Arnet leads winner Goat Breker in CRC Saddleback's Open Pro class.

Goat swallows CRC's $1000 purse

By Keith Clemons

ORANGE, CA, SEPT. 9

Gearing up for the big time, the California Racing Club hosted the first of two $1000 Pro purse races; this one was held at Saddleback Park while the race following will be at Indian Dunes. But it's only the beginning. CRC has grown rapidly over the last year and with it's increase in size has come a noticeable upgrade in the quality of their contests. Now, as if to make its claim to fame, CRC has contracted with Anaheim Stadium for an upcoming race.

The first annual western States Amateur Motocross Championship, as the event is called, will be held Sunday, November 18,1979, the day after the Coca-Cola Motocross Finals and will utilize the same track that the top Pros will run on the day before. Qualifiers for the event will be held at Saddleback, September 23, at the "late, great" Racing World, September 30, and Indian Dunes, October 7, along with various northern and central California locations on coinciding dates.

Goat Breker performed in winning

Western hotline

Steve Kephart leads Gary Rodriguez at Speedway 117.

style today, taking firsts in both Open Pro races. Breker ran into some trouble in the second contest when he bailed three-fourths of the way through the first lap. He had held the number two position behind Ed Arnet who got the holeshot but when he went down, the traffic around him was so heavy that he didn't get back into the race until he had been passed by at least ten or so racers. remounted his U.S. Norstar Husky you could almost see the flames streaking through his eyes. Brecker counted em' down one by one and somehow, despite the damage, worked back to the top to win the race. Payback was per-moto, and Goat took both. Ed Arnet finished second in that moto to claim the bucks for second overall with Scott Cavness making it home third for the day.

It's not that Breker's greedy, but he also cleaned up in the 250cc Pro, class. He took the overall and put himself in the position of being the top dollar winner of the day. Jim Tarantino aced the first moto contest but, as Brecker cut him off in the second, Tarantino went home number two overall. That's still pretty hot in a 30 rider class. Kawasaki Motor's Curt McCuiston placed overall third.

Results

OPEN PRO: 1. Goat Brecker (Hus); 2. Ed Arnet (Mai); 3. Scott Cavness (Suz).
OPEN INT: 1. Leo Green (Yam); 2. Bob Schulz (Yam); 3. Paul Huffman (KTM).
OPEN NOV: 1. Bill Olsen (Suz); 2. Johnny Padilla (Suz); 3. Robert Sullivan (Suz).
OPEN BEG: 1. Darby Riley (Yam); 2. Mark Gibbs (Suz); 3. Don Stanley (Yam).
250 PRO: 1. Goat Brecker (Hus); 2. Jim Tarantino (Suz); 3. Curt McCuiston (Kaw).
250 INT: 1. Kelly Sauhe (Suz); 2. Bill Boyer (Hon); 3. Dan Moore (Mai).
250 NOV: 1. Jim Brodie (Hon); 2. Michael Tuchington (Kaw); 3. Tom Aguino (Mai).
250 BEG: 1. Briggs Kanter (Hon); 2. Steve Stanford (Kaw); 3. Jay Schildmeyer (Hon).
125 INT: 1. Darel Francis (Yam); 2. Tim Richley (Suz); 3. Gary Reichenbach (Yam).
125 NOV: 1. Ron Eversole (Suz); 2. Dennis Hulen (Yam); 3. Doug Davison (Suz).
125 BEG: 1. Frank Concepcion (Suz); 2. Todd Lindsley (Suz); 3. Jeff Chandler (Suz).
100 INT: 1. Roy Farr (Yam); 2. Ron Willison (Yam).
100 NOV: 1. Ron Eversole (Suz); 2. Dave Frear (Suz); 3. Larry Daniel (Suz).
VETS SR: 1. Doug Van Duzen (Mai); 2. Rick Watson (KTM); 3. Bob Crosta (KTM).
VETS JR: 1. Mike Gahan (Yam); Draft Dennis; Clive Cheffins (Yam).
VETS INT: 1. Dinky Denny (Yam); 2. Soni Mount (Yam); 3. Dan Sanchez (Can-Am).
MINI EX: 1. Sam Storer (Kaw); 2. Tracy Meeks (HCS).
MINI INT: 1. Todd Campbell (Kaw); 2. Terry Knight (Suz); 3. Terry Murray (Suz).
MINI NOV: 1. Marty LeHoten (Suz); 2. Michael Lieber (Yam); 3. Chris Taylor (Yam).
MINI BEG: 1. Gary Ybarra (Suz); 2. Eddie Cartaneoa (Suz); 3. Craig Wood (Kaw).

Woody Carlson ends Ward Ring win streak!

By Rod Eschenburg

CHULA VISTA, CA, SEPT. 12

New CMC MX Pro "Wailin' Woody" Carlson literally ran roughshod over the Open TT competition at Speedway 117. Carlson, taking over veteran Jim McMurren's booming Yamaha single for the second straight week, was running a distant fourth in the first 15-lap moto when second place rider Clint Hardick slid down in the infield.

Jerry Raymer leads the 250cc Pros at CMC San Bernardino.

Sid Carlson, running in a tight third had no place to go but down also. Enter son Woody. The "wailin' one" just kind of drove over his dad's prostrate body and into the second place behind leader Earl Roloff, Jr!

Where was ole Ward Ring, the usual leader? It seems that Mr. Ring had made contract with the track in a semi-suppline and moderately violent condition on the preceding lap as a result of the constant pressure being applied by Roloff.

Comes the second 15-lapper, and neither Woody nor Roloff really waited for the flag (for that matter no one else really did either!) and the race was on! For the entire 15 circuits, Woody and Earl went at it with Carlson holding for the tie-breaker second moto win. There was as much applause for Earl Roloff and his masterful handling of the big 750cc twin as there was for Carlson and his first ever big-bike victory!

In motocross action, the 125cc Juniors and the 250cc Juniors tried to out do each other in a series of wild slam-bang motos with about 10 lead changes and 10 crashes each. Honda rider Kevin James was a two-for-two survivor in the 125's over Ray Smotherman. In the 250s, Derek Walker squeaked out a close one over Bobby Baldwin who once again had trouble staying right side up. In the always exciting 125cc Intermediates, new Intermediate rider Manny Leon came back for a second moto win after a mass crash in the first moto where he was able to get up and limp in for second behind the lone rider who stayed right side up: Larry Millhone.

Results

ATC MOTO CLASSES
WOMEN's 90-130cc: 1. Lisa Lippincott; 2. Linda Lippincott.
WOMEN'S OPEN: 1. Vicki Shipman; 2. Marte Matte.
90cc STOCK: 1. Bob Eaton; 2. Marshall Thompson.
91-112cc MOD: 1. Mark Weixeldorfer; 2. Todd Tierney; 3. Ken Stroud.
113-132cc MOD: 1. Perry Thompson; 2. Todd McLauchlan; 3. Robin Davis.
OPEN: 1. Dean Sundall; 2. Ace Williams.
T.T. MOTORCYCLES
MINI: 1. Terry Murray (Suz); 2. Ray Garcia (Yam); 3. Shawn McLauchlan (Yam).
125cc: 1. Woody Carlson (Kaw); 2. Kurt Fryling (Yam).
250cc: 1. Mike Garcia (Yam); 2. Eddy Pendleton (Suz); 3. Keith Lynas (Hon).
OPEN: 1. Woody Carlson (Yam); 2. Earl Roloff (Yam); 3. Dennis Dunn (Yam).
500 INT: 1. Randy Norman (Yam); 2. Ric Mahlmeister (CZ); 3. Dennis Dunn (Yam).
125 INT: 1. Manny Leon (Suz); 2. Mark Varney (Yam); 3. Larry Millhone (Suz).
MINI INT: 1. David Crowson (Suz); 2. Terry Murray (Suz).
500 JR: 1. Bill Anderson (Yam); 2. Chuck Humphrey (Yam).
250 JR: 1. Derek Walker (Suz); 2. Bobby Baldwin (Kaw); 3. Richard Baugh (Hon).
125 JR: 1. Kevin James (Hon); 2. Ray Smotherman (Hon); 3. Tom Curran (Yam).

Holladay rockets to Orange Show win

By Tom Corley

SAN BERNARDINO, CA, SEPT. 7

Rialto rider Rory Holladay has been steadily progressing into one of the finest CMC 500cc Pro riders at the Orange Show Fairgrounds. In this evening's program Rory showed everyone just what he's capable of doing as he successfully over-powered the big bore class and walked off with the first place cash.

In the past few races Rex Staten had completely dominated everyone in the 500cc class and is considered the fastest rider at this track. However, a mishap occurred while Rex was racing at Saddleback Park and because of a fractured rib he was not involved in this evening's action. His good friend Rory took the place of the famous "Rocket" and finished with the same winning style.

Another competitor, Bruce Ogilvie, gave Rory an excellent run for his money. Ogilvie, of course, is very well known for his skill in desert competition, but this man is also very fast on a night motocross track as the competition discovered early in the first moto. Bruce shot out ahead on his Dale's Cycles Yamaha and led for the whole race which gave him the first win over Rory Holladay who diced from a few bikelengths behind.

After this, Holladay became vengeful. In the final moto he shot o[illegible] to the lead, never to be passed. At [illegible] point a slower rider, who was being lapped, got in his way and he started shouting for the other rider to move over. Ogilvie placed second in the moto behind Holladay who won the overall 500cc Pro cash with a super 2-1 score.

There were two divisions of 125cc Intermediates: The first division ran at the same time as the Pros while the second division had their own separate race. Randy Yetto (Suz), the winning man of the second division, was able to

sail smoothly while the riders behind him were fighting it out. Yetto won the first moto over Varney Holbrook, who wore an Al Baker's FMF jersey.

In the second moto Yetto had it made again, but Varney and Chuck Swanson flipped over one another while hauling around a sweeper. This incident totally messed up the scores of the two riders who had finished very well in the first moto. Swanson came out of it with a messed up Suzuki that went home with a damaged side panel and muffler. Overall for this 125cc Intermediate division two class it was Randy Yetto, Mike Edson and Troy Manning.

Results

MINI JR: 1. Jason Prater (Yam); 2. Rick Wood (Suz); 3. Todd Tevis (Yam).
MINI INT: 1. Terry Knight (Suz); 2. Rudy Dickinson (Suz); 3. Jake Roach (Suz).
125 JR DIV I: 1. Albert St. George (Yam); 2. Scott Brown (Yam); 3. Steve Cardello (Suz).
125 JR DIV II: 1. Ron Hamada (Hon); 2. Marty Jamerson (Yam); 3. Bobby Robinson (Suz).
125 INT DIV I: 1. Paul Cano (Suz); 2. Scott Jacobson (Yam); 3. Jeff Austine (Yam).
125 INT DIV II: 1. Randy Yetto (Suz); 2. Mike Edson (Yam); 3. Troy Manning (Suz).
125 PRO: 1. Scott Manning (Suz); 2. Curtis Rough (Kaw); 3. Danny Burtt (Suz).
250 JR DIV I: 1. Wayne Yarnall (Suz); 2. Robert Crego (Hon); 3. Ken Wolf (Hon).
250 JR DIV II: 1. Jamie Lanari (Hon); 2. David Kleeman (Yam); 3. Dave Whatley (Hon).
250 INT: 1. Tracy Travis (Yam); 2. Tim May (Suz).
250 PRO: 1. Curt McCuistion (Kaw); 2. Gary JOnes (Amx); 3. Jerry Raymer (RRE).
500 JR: 1. Steve Asn (Yam); 2. Richard Powell (Suz); 3. Ken Raney (Yam).
500 INT: 1. Lee Granlee (Mai); 2. Steve Subith (Yam); 3. Pat Jeffruys (Hus).
500 PRO: 1. Rory Holladay (RRE); 2. Bruce Ogilvie (Yam).

Denning impressive at OCIR

By Tom Corley

IRVINE, CA, SEPT. 6

Just the other day it seemed like Mark Denning was only a fast 125cc Intermediate. Then, without wasting any time, he was advanced to the 125cc Pro ranks. Tonight he really showed just how much he's progressed as he entered and won the 250cc Pro class in R.A.C.E. motocross competition at OCIR.

Denning not only looked impressive but his performance was flawless; he led and won each moto. San Clemente Honda rider Tim Slater, who is very consistent in this class, took his Honda out against the competition for two second places and second overall ahead of Orange County Suzuki rider Burt Siler.

Marc Crosby has gained a lot of publicity this year because of his fine performances in the Intermediate class and now he's been promoted to the Pro level. Tonight he faced a fast pack of riders and got the kind of competition that he needs. Marc was fourth ahead of Bill Chapin (Yam) of DG who races each week in either this class or the 125cc Pro race on a new Honda. ●

Results

MINI BEG: 1. Mike Healey; 2. Derek Nye (Yam); 3. Doug Hawkins (Kaw).
MINI 50: 1. Matt Foster (Yam); 2. Gary Morton (Ita).
MINI INT: 1. Chris Sparks (Kaw); 2. Lyle McPherson (Suz).
125 BEG DIV 1: 1. Bobby Doty (Suz); 2. Jeff Koehn (Yam); 3. Gary Ward (Yam).
125 BEG DIV 2: 1. Bobby King (Suz); 2. Dan O'Brady (Suz); 3. Jim Turpen (Suz).
125 NOV: 1. Jeff Chandler (Suz); 2. Dave Odem (Suz); 3. Kent Pfeifler (Yam).
125 PRO: 1. Todd Peterson (Suz); 2. Doug Dubach (Yam); 3. Troy Smith (Suz).
250 BEG DIV 1: 1. Ed Hurtado (Hon); 2. Wayne Obdan; 3. Gilbert Mendez (Hon).
250 BEG DIV 2: 1. Bruce Joseph (Yam); 2. Greg Hogan (Yam); 3. Steve Russell (Suz).
250 NOV: 1. Micky Dymond (Kaw); 2. Kevin McLaughlin (Yam); 3. Danny Bartholomew (Yam).
250 PRO: 1. Mark Denning (Yam); 2. Tim Salter (Hon); 3. Burt Siler (Suz).
500 NOV: 1. Roy Porter (Yam); 2. Doug Cave (Yam); 3. Johnny Padilla (Suz).
500 PRO: 1. Mike Salo (Mai); 2. Gordon Smith.

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THE LATEST POOP BY PAPA WEALEY

Brown blocks Sagebrush Rebellion, Hayes reacts

SACRAMENTO, CA, SEPT. 24

Governor Brown's veto of legislative efforts to wrestle some 16 million acres of California from federal ownership will hurt his presidential hopes in the West, Assemblyman J. Robert Hayes (R-San Fernando) predicted today.

"Brown may actually have written off as many as 12 western states with this veto, that's how important it is to many Westerners."

Hayes' bill, AB 1407, passed both houses of the Legislature without a dissenting vote. It would have required the State Lands Commission to study the constitutionality of federal ownership of millions of acres of California land.

Six other Western states have already mounted what has been called the "Sagebrush Rebellion," formed to challenge the lingering effects of the 19th century federal practice of withholding title to state lands as a pre-condition to statehood.

Hayes announced today that he will seek a veto over-ride of his Sagebrush Rebellion bill when the Legislature reconvenes in January. Hayes said that he already has started to count votes and is finding strong support for the over-ride among fellow Legislators.

Lt. Governor Mike Curb has taken issue with Brown's veto and vowed to take action. "Since the Governor has chosen to ignore this important issue of state's rights, I plan to pursue the matter until an acceptable solution is achieved," Crub said.

Also in response to Brown's veto, Attorney General George Deukmejian has started an immediate investigation to determine whether the Sagebrush Rebellion can continue in California by using existing state law.

In a related matter, Hayes said that AB 101, the environmental/Off-Highway Vehicle license plate bill, is also in danger of being vetoed by Brown. The bill is in great jeopardy, and unless the Governor realizes that many Californians support it, it also will be vetoed," Hayes said.

According to Hayes, the governor has only received seven letters of support, and a mountain of letters is needed now to save the bill.

Check Chase decision slated for Oct. 1

CADIZ VALLEY, CA, SEPT. 22

Bureau of Land Management Riverside District Manager Gerald Hillier said that he expects to make the decision on whether or not to issue a permit for the Checkers M.C. 160-mile Ludlow-to-Parker hare and hound, on Monday, Oct. 1.

The race, according to Hillier, is the one being considered as outlined in the Phantom Duck/BLM settlement, although it is not on Thanksgiving weekend, but scheduled for Oct. 27. "There will be one race and one race only — the baseline monitoring program isn't geared for two races through the Cadiz/Danby area."

Hillier and members of the BLM staff conducted a field trip on Saturday, visiting a few sites along the race course. Attending the field trip were some motorcyclists, including a few representing Assemblyman Bob Hayes, and several environmentalists, representing the Sierra Club and other groups.

"The issues here are not so much the specifics of this race," said Hillier, "but the concept of motorcycle racing in the area." One of the areas of contention was existing roads and trails — specifically the course used for the 1972 Check Chase and a 1975 Desert M.C. race. To qualify with the area's "existing road and trail" status, the Checkers have to use sections of the old course. Environmentalists demanded assurances at one point as to whether the '79 course was using the '72/'75 route, because the remains of the older courses had disappeared totally.

Alternatives set forth in the BLM's Environmental Analysis Report include two alternate starts (the first is terribly dangerous, the second would cut the race in half), some alternate sections along the course itself (mostly pole line road) and alternate enduro or trail ride status. All clearly unacceptable to the organizers and to motorcyclists.

Hillier said his decision would follow two meetings, one was Monday night Sept. 24, the other Thursday evening, Sept. 27, and both are open to the public in the Board Room at Raincross Square, 3443 Orange St., Riverside, and start at 7:30 p.m.

Asked if an appeal to the BLM by the Sierra Club or others could halt things after a permit was issued, Hillier said "No, it's too late for a Department of the Interior appeal. I expect they'd go to court and seek an injunction enjoining the holders of the permit from operating."

Papa remembers . . . Back in 1963, a feller by the name of Dick Mann clinched the Number One plate in the AMA Grand National Championship Series on a BSA he tuned himself. A few parts came courtesy of BSA, but Bugsy still beat Steve Eklund to the punch by about 16 years in being a privateer champion.

HosPITal STOP: Woody Leone, while testing his 175cc Can-Am Bonneville bike, stepped off at 148mph when the motor seized. Leone, in his early sixties, suffered a broken collarbone and lost some skin on his leg but is recovering well. He still plans to go to the salt flats in November for a record attempt. Woody, you may recall if you've been in the sport for a few years, helped out such notables as Everett Brashear, Al Gunter, Carroll Resweber and Sammy Tanner; he also gave young Ricky Resweber his start. Send those cards to Leone's shop at 4940 Port Arthur Rd., Beaumont, TX 77705.

Anaheim Stadium, site of the Nov. 17 Coca-Cola Motocross Finals, will see lots of MX action on Nov. 18 too, as hundreds of amateur riders converge for the CRC-sanctioned Amateur Motocross Championship. An eight-race SoCal qualifying series is presently underway; check the calendar section for the next few dates and phone 213/830-7519 for details. A NorCal qualifying series is to be announced; dial 916/381-0760 for info. Over $1,100 of Papa's favorite goodies — Cycle News Products — have been promised for the Nov. 17 final in Anaheim Stadium.

World class speedway will be presented at Anaheim, too. On Friday night, Nov. 16, America's finest — except for Mike Bast — will compete in the U.S. World Speedway Qualifier, and four will transfer to the next elimination round in England next year. Riders were selected from the U.S. National Speedway Championship qualifiers for the Oct. 6 event at Costa Mesa. Bast did not ride those qualifiers; he was guaranteed a spot in the National and he had no plans of competing in the World Championship event. Only the top 12 from the U.S. National qualifiers will be at Anaheim, so even if Bast wins the National, he won't ride the stadium race.

Remember the rumor about an Oct. 12 "trial ride" as quoted from a daily newspaper article (several of them, actually)? Papa phoned the BLM office in Riverside and talked with the lady who writes their press releases, DeLoris "Pete" Palmer. Ms. Palmer called the rumor "totally erroneous." During the phone call, she mentioned a press release that was about to be mailed form her office regarding the Check Chase and the surrounding controversy. One line in the press release which arrived two days later caught Papa's eye: "Consideration of this event fulfills a recent court agreement that BLM consider a fall race in the Cadiz, Danby and Parker area." According to our copy of that agreement, the six-point Phantom Duck/BLM stipulation, it specifically states a Thanksgiving weekend ride. Not so, said Pete when Papa phoned her again for comment on the release. "I was told by the District Manager — and by the attorney — that there was no agreement whatsoever for a Thanksgiving weekend event. They would try to have a fall event, not necessarily a Thanksgiving weekend event." The problem is one of interpretation, it seems. "The stipulation is up for interpretation," Ms. Palmer explained, "It states that there is *public demand* for an event on Thanksgiving weekend — we all knew that. No one has applied for a Thanksgiving weekend event," she concluded, "and there will not be one."

Don't forget! Oct. 2 is Two-Wheel Transportation Day in Los Angeles County. There'll be plenty of bicycles and moped out there, but let's not let them steal the show. Show your iron. Ride your motorcycle. Everywhere.

HosPITal STOP: Wayne Rainey stepped off at the Sept. 23 San Jose Mile, demolishing a series of haybales and lying on the edge of the track for several laps before the race was finally stopped. Why so long before the ambulance was summoned? The flagmen had only yellow flags, no ambulance flags. Finally one of the security officers was asked by a spectator to call the ambulance by a spectator, and Rainey was taken to the hospital. At presstime on Monday, they were still testing and X-raying Wayne at San Jose Health Center's Orthopedic Ward. He suffered three cracked middle vertebrae, dislocated his little finger and bruised a wrist. There's no danger of paralysis, according to a hospital report to his parents. Send those cards and letters to Wayne, c/o Shell Racing Specialties, 1250-Q S. Beach Blvd., LaHabra, CA 90631. The health center's phone number is 408/998-3212, and Wayne was in room 147 today, Monday.

Contrary to rumors you may have heard, there will be a Sears Point Trans-USA race. An ad appeared in *American Motorcyclist* magazine that was purchased by the five eastern Trans-USA promoters. Sears Point had no reason to be involved in the ad, but they definitely are running a motocross race on Oct. 21.

Papa heard that Bob Hannah will be switching to the AMA 500cc National

NORTHERN DATELINE

(Above) Craig Scroggins took a close second at Pioneer Arena. (Below) Action in AME's mini series moved under the lights at Sprockets.

Jorgy returns to Pioneer Arena ST

By W.H. Spencer

OAKDALE, CA, SEPT. 15

It was a fitting completion to the series of night short track races at the Pioneer Arnea when Alex Jorgensen put together a very fine 250cc Expert win on the Jorgy Can-Am. Along with the retirement of Doug Chandler for two weeks, it made for some interesting changes in the racing.

For seven years Chandler has been a very good minibike racer. In just a few short weeks he will be 14 and join the sportsman ranks and start a whole new set of accomplishments, adding to his four years as number one Black Plate, his seven National Championships and his AMA Amateur Athlete of the Year award. What it adds to the program is the chase for the new number one, whoever it might be. Doug leaves with about a 25-point advantage and will likely stay in the top five. Chandler's retirement was un-highlighted by his getting off the high side of his bike and bruising his forehead.

Doug gave up his trick equipment to little brother Kurt, who promptly went out and won the 80cc Expert class over Aaron Hill and Chris Carr, and took a second to Hill in the 100cc Experts.

Brian Sansing won the Junior portion of the 80cc class while Benny Scardina won the Novice race over John Ward. Liz Power beat out the boys with relative ease in the 125cc Novice/Junior and was leading the 250cc Novice until she got off in turn four. Chris Roehlk took that win over Mark Butler's 175 IT, while Scott Rose did a good job winning the 250cc Juniors over Randy Glaze's Glaze Electric Yamaha.

Three heats of 250cc Experts made for lots of payoffs but the final was a runaway for Alex Jorgensen with Rick Arnaiz coming from behind up to second. Mike Inderbitzen held third over Kim Jorgensen and D-35's John Burnett.

John Pittman appears to be able to overcome nearly any problem in the 360cc Expert class, starting way back and pulling out all the stops on his Zakarian Bultaco for a great win after another great ride by Pat Seigle, Seigle and the BOSS Yamaha appeared to be ready to break out for the big win, but Pittman made it all happen right at the end with Denny Huff in for third on the Huff Cycle XR Honda.

Bill Wages did a fine job of holding off Gerald Spencer in the combined 360-500cc Novice main while Joe Mitchell jetted to the front of the Junior program and held off Mike Hurst and Mike Bird, both on Bird Cycle specials out of Sonora. Ted Davidson did a great number in the closing laps of the 500cc Experts, passing Craig Scroggins on the outside down the back chute.

Results

100 EX: 1. Aaron Hill (Yam); 2. Kurt Chandler (Yam); 3. Frank Freitas (yam).
80 NOV/JR: 1. Brian Sansing (Yam); 2. Benny Scardina (Yam), 3. Johnny Ward (Suz).
80 EX: 1. Kurt Chandler (Kaw); 2. Aaron Hill (Kaw); 3. Chris Carr (Suz).
125 NOV/JR: 1. Liz Power (Hon); 2. Tony Blas (Yam).
250 NOV: 1. Chris Roehlk (Suz); 2. Mark Butler (Yam).
250 JR: 1. Scott Rose (C-A); 2. Randy Glaze (Yam).
250 EX: 1. Alex Jorgensen (C-A); 2. Richard Arnaiz (Hon); 3. Mike Inderbitzen (Yam).
360 EX: 1. Johnny Pittman (Bul); 2. Pat Seigle (Yam); 3. Dennis Huff (Hon).
360-500 NOV: 1. Bill Wages (Yam); 2. Gerald Spencer (Yam).
360-500 JR: 1. Joe Mitchell (Yam); 2. Mike Hurst (Yam); 3. Mike Bird (Hon).
500 EX: 1. Ted Davidson (Hon); 2. Craig Scroggins (Yam); 3. Bill Scott (Yam).

Holland continues AME mini series sweep

By Judy Greenberg
Photo by Bob Greenberg

BAKERSFIELD, CA, SEPT. 15

The American Motocross Enterprises California Minicycle Championships switched to night racing at Sprockets Park for its fourth event of the five race series. Every entrant received oil from Duralube. The winners of the minicycle classes received gift certificates from Scott USA and Preston Petty USA.

Chris Neal led the first gate of Junior Cycle Modified Juniors, but ran into trouble, opening the way for Kyle Lewis to take over with Shane Trittler on his tail. When Trittler had problems, Doug Fisher moved in and held second to the wire, with Fenton McDaniel finishing third.

The second time Neal had control all the way. Lewis swapped second with Trittler, coming out on top for the finish.

Skip Godinez and Pat Galan fought for the lead of the 83cc 12 years and over Stock Intermediates, with Galan getting his wheel in front on the downhill. Andy Ellis rode strong in third as he closed in on the battling duo. When Galan had trouble in a turn, Godinez took control with Ellis breathing down his neck. Then Ellis went down, putting Todd Campbell and Rudy Dickinson second and third. Ellis and Galan got back in the race to finish fourth and fifth.

Campbell took early lead of the second moto, being closely challenged by Godinez, who took over in the back straight. Galan had his work cut out after being plagued with a bad start. He fought his way past Dickinson and Todd Hewatt, and then closed in to presure Campbell until he had second for the finish.

Gary Szilagyi returned to racing after a three month layoff, and took back to back wins for the 9-11 83cc Modified Intermediates. Szilagyi held a strong lead, the first time out, with Sean Frampton and Buddy Dumo finishing second and third.

Eddie Hicks applied pressure to Szilagyi in the second moto, but he was in control to the wire, with Hicks, Frampton and Dumo taking the checkered behind him.

Lloyd Thomas led the first moto of 125cc Juniors, Division I, while Ron Eversole, Scott Hewatt and Adam Ford diced for second, with things settled in Eversole's favor. Byron Polin, Ronnie Lewis and Bobby Kotanjian kept the fifth spot warm, with Lewis breaking away to finish behind Ford.

Eversole took the honors for the second gate, with Thomas and Ford behind. Hewatt ran strong in fourth, while Polin kept his wheel in front of Lewis until the white flag lap, when Lewis made his move at the gate.

George Holland continued his series sweep in the 83cc Modified, Stock Expert, and 105cc open classes. Doug Gentry held a strong second in the first Modified moto, while Tracy Meeks, Sam Storer and Rick Hemme went at it in third. Meeks ran into trouble, as Hemme and Storer swapped positions, with Storer finishing third.

Storer holeshot the second moto, but threw a chain as Holland made a pass. Hemme held second while Gentry passed Meeks for third.

The series will conclude on the International course at Indian Dunes on Sept. 30. The winners of the 1980 Suzukis will be announced, and a "Challenge of Champions" special event will feature the top Experts in the 83cc and Junior Cycle classes.

Results

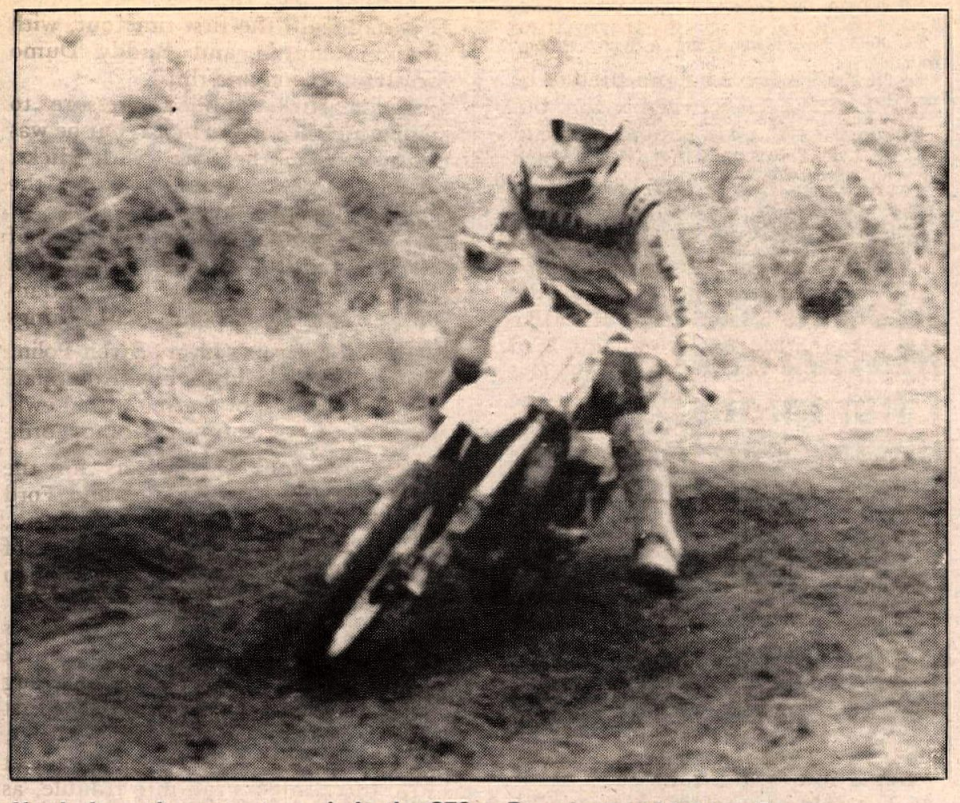
PEE WEE MOD: 1. Matt Blacklock (Suz); 2. Kayle Johnson (Suz).
PEE WEE STOCK: 1. Ronnie Densford (Suz); 2. Joseph Lane (Itj).
JR. CYCLE STOCK EX: 1. Mouse McCoy (Yam); 2. Mike Healey (Suz); 3. Marty Rickard.
JR. CYCLE STOCK INT: 1. Bobby Hoffman (Suz); 2. Ricky Dumo (Suz).
JR. CYCLE STOCK JR: 1. Chris Neal (Suz); 2. Kyle Lewis (Suz); 3. Doug Fisher (Suz).
83cc STOCK EX: 1. George Holland (Suz); 2. Sam Storer (Kaw); 3. Doug Gentry (Suz).
83cc STOCK INT. 12+: 1. Skip Godinez (Kaw); 2. Todd Campbell (Kaw); 3. Pat Galan (Suz).
83cc STOCK JR. 12+: 1. Frank Ciolkosz (Kaw); 2. Kevin Field (Suz); 3. Gary Ybarra (Kaw).
83cc STOCK JR. 9-11: 1. John Gersjes (Kaw); 2. Mike Young (Kaw); 3. Don Feeley (Yam).
83cc STOCK INT. 9-11: 1. Eddie Hicks (Suz); 2. Sean Frampton (Suz); 3. Buddy Dumo (Suz).
JR. CYCLE MOD. EX: 1. Mike Healey (Suz); 2. Mouse McCoy (Yam); 3. Eddie Hicks (Suz).
JR. CYCLE MOD. INT: 1. Ricky Dumo (Suz); 2. Bobby Hoffman (Suz).
JR. CYCLE MOD. JR: 1. Kyle Lewis (Suz); 2. Chris Neal (Suz); 3. Doug Fisher (Suz).
83cc MOD EX 12+: 1. George Holland (Suz); 2. Doug Gentry (Suz); 3. Rick Hemme (Suz).
83cc MOD INT. 12+: 1. Pat Galan (Suz); 2. Skip Godinez (Kaw); 3. Todd Hewatt (Suz).
83cc MOD. JR. 12+: 1. Gary Ybarra (Kaw); 2. David Triplitt (Suz); 3. Mike Brown (Suz).
83cc MOD. INT. 9-11: 1. Gary Szilagyi (Suz); 2. Sean Frampton (Suz); 3. Eddie Hicks (Suz).
83cc MOD JR. 9-11: 1. John Gersjes (Kaw); 2. Mike Young(Kaw); 3. Brian Peoples (Suz).
105 OPEN: 1. George Holland (Suz); 2. Sam Storer (Kaw); 3. Rick Hemme (Suz).
100cc EX: 1. Chris McCauley (Suz); 2. Brand Johnson (Suz); 3. Andy Nelinger (Suz).
100cc JR: 1. Gene Stephens (Yam); 2. Ron Eversole (Suz); 3. Larry Daniel (Suz).
125cc INT: 1. Robbie Brown (Suz); 2. Allen Hopper (Yam); 3. Ryan Beair (Suz).
125 JR. DIV. I: 1. Ronnie Eversole (Suz); 2. Lloyd Thomas (Yam); 3. Adam Ford (Kaw).
125 JR. DIV. II: 1. Jerry Campbell (Kaw); 2. Mark Black (Suz); 3. Fred DeVries (Yam).

McDonald doubles at Mabton Dunes

By The Squisher

MABTON, WA, SEPT. 3

Another night of rain made perfect racing conditions at Mabton Dunes for the Labor Day race. Several more Pros were present today who had been at Washougal for the mud race on Sunday. Rick Gage (Hon) came all the way from



Kevin Logsdon ran strongly in the 250cc Pro class at Mabton Dunes.

Lewiston, ID with Leon McDonald (Yam) and Ross Learn (Suz) traveling from Spokane to give Andy Tudor (Suz) some competition in the 250cc Pro class.

The outcome was never in doubt after the rubberband snapped in the first moto. Tudor took the lead and never looked back as he blasted around the track. Gage, who had never lost at Mabton before, started in ninth and was able to grab third after making a last lap pass of Duane Marker (Suz). Leon McDonald motored to a safe second.

Moto two looked like a repeat of the first until Tudor hit a huge hole hidden in the muddy section of the track, sending him over the bars. Gage and Marker fought tooth and nail for second with Duane holding on for all 10 laps. The second moto victory gave McDonald first overall with Tudor second with 1-4 placings.

Super Seer goggles were being awarded to first, second, and third place riders in all Amateur classes and Scott Seyler (Hon) let it be known early that he wanted a pair as he demolished the 250cc B class with perfect rides after passing everyone on the track. Bob Berg (Hon) looked strong until tiring late in the motos giving him second and Gary Siegfried third.

Art Key (Suz) jumped into the lead of the 125cc Pro class only to be foiled by a thrown chain letting Ross Learn (Suz) into a lead which he never gave up. Leon McDonald (Yam) rode hard for second followed by Dennis Ostriem (Suz) and Duane Marker (Suz). The second moto developed into a war between Ostriem and McDonald as Dennis tried every trick he knew but couldn't make the pass. Sandy Jaquish (Yam) took third overall.

Results

MINI JR: 1. Nick Myers (Suz); 2. Matt Wilcox (Yam); 3. Randy Grimes (Kaw).

MINI INT: 1. Brian Elligston; 2. Larry Ward (Kaw); 3. Brad Halka (Yam).

JR CYCLE 9-11: 1. Larry Ward (Itall); 2. Brad Jeffery (Ita); 3. Lowell Thomson (Ita).

MINI PRO: 1. Jeff Chapman (Suz); 2. Chad Jeffery (Yam); 3. Mitch Lorenz (Suz).

100 INT: 1. Duane Morris (Yam); 2. Jeff Chapman (Suz).

100 JR: 1. Brad Halka (Yam); 2. Tom Carlson; 3. Dennis Mallon (Suz).

OPEN INT: 1. Jim Reynolds (Yam); 2. Rick Lago (mai); 3. Jerry Rank (Yam).

OPEN JR: 1. Dan Endman; 2. Doug Hafsos; 3. Ron Marshall (Yam).

250 JR: 1. Mark Younkin; 2. John Hartley (Hon); 3. John Weis.

250 PRO: 1. Leon McDonald (Yam); 2. Andy Tudor (Suz); 3. Duane Marker (Suz).

250 INT: 1. Scott Seyler (Hon); 2. Bob Berg (Hon); 3. Gary Siegfried (Mai).

125 INT: 1. Duane Morris (Yam); 2. Rich Sturtevant (Kaw); 3. Guy Studeman (Suz).

Jimbo jazzy at Salinas

By W.H. Spencer

SALINAS, CA, SEPT. 9

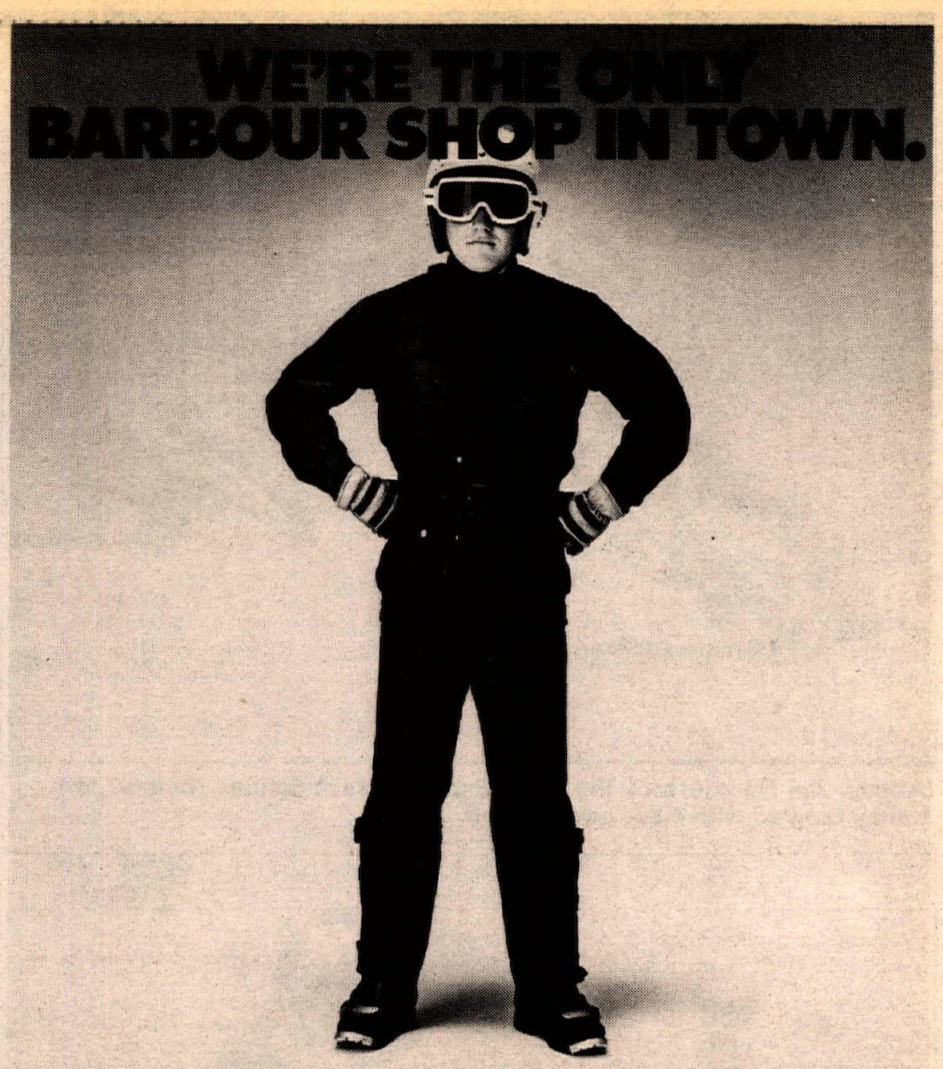
Jimbo Filice capped off a great day of racing on the Salinas Airport track by easily capturing the 250cc Expert main on his Champion Yamaha over Keith Day and Frank Garcia on Salinas Kawasaki KX250's. Mark Key proved his 500cc Amateur National win at Ascot Park was no fluke by winning today's Expert class.

Jason Cahoon can't hardly wait to grow up from having to win the Pee-Wee class on his RM-50 while Bodie Shepard must feel the same about yet another 60cc Novice/Junior overall. Mike Faust beat out brother Danny Cahoon for the 85cc Novice bash while Dean Vincelet returns to the racing scene as a winner, beating out Ricky Diaz.

The two big Minibike Expert classes were full of surprises. Chris Carr appeared to have everything in hand on his Jorgy RM, but he pulled off the track with a fastly slowing engine and Doug Chandler rode in with the easy win on his Salinas Kawasaki KX-80. A surprise for Mike Maced was the strong second place he took over Kurt Chandler and some fine points towards a black plate.

Many observers have been watching the 10-year-old younger brother to Doug Chandler and Kurt, a National champ in the 80cc class at Porterville, got a big one in the 100cc class. Riding his stock YZ 100 quickly out of the hole and into a good lead, he made not one mistake and led his brother to the checkered and sound acknowledgment from the crowd. Doug had to work hard for his second while being chased by Carr on the ND sparked RM 100. Doug has only two weeks before the big switch to Sportsman and will likely give up his 80cc ride to his little brother who is in a big points chase.

Ronnie Evans took the Junior portion of the 125cc with Frank Martin doing the other half. Former



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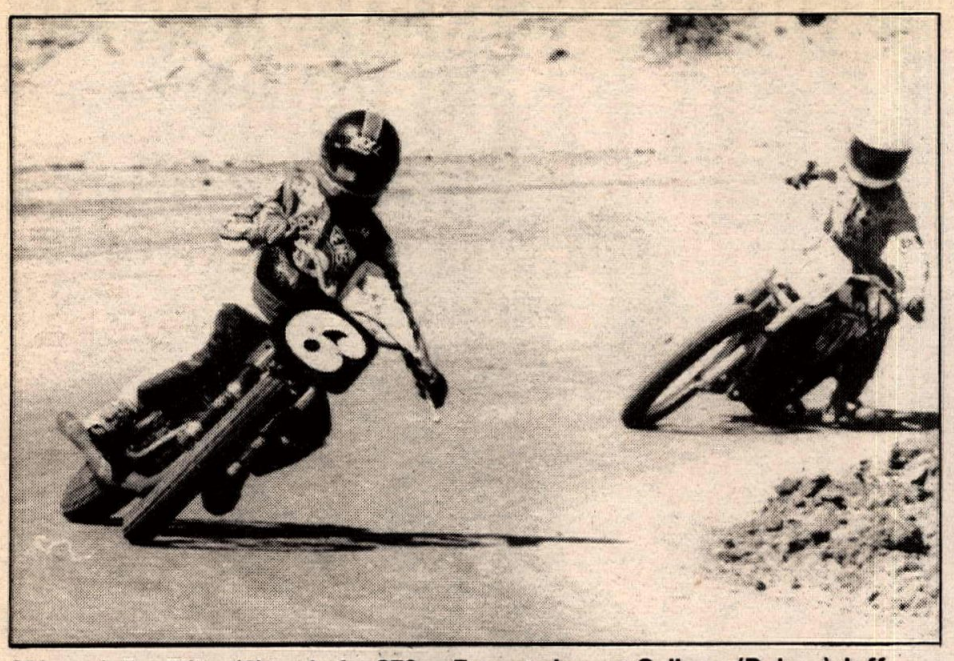
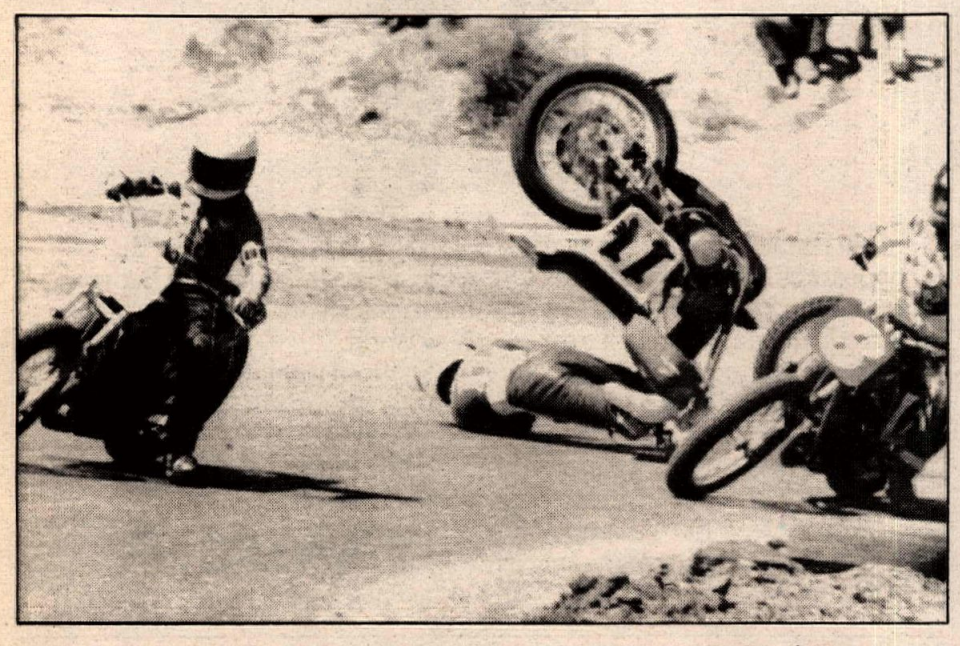


(Above) Jim Filice (6) took the 250cc Expert class at Salinas. (Below) Jeff Haney tangled with Filice and crashed.



Mini racer Matt Wilcox at Mabton Dunes.

Michigan champ Joe Flower is having no trouble adapting to the California style and won the 250cc Novice over Ricky Smith Steve Martin and Ron Murphy had a great 250cc Junior bash and if you missed the 250cc Expert heats today, you missed half the fun of racing, D-36 style.

Keith Day led the first, easily showing why he nearly owns this track, while the second was a thriller. Danny Moore and the Cal Cycle Supply special were the first ones into the corner with Jimbo on the outside, Jeff Haney in the middle track and Blair Newell close. Off the first set of turns, Moore led over Haney and the new CR250R Honda with Filice and crew firmly in tow. Slapping DT-II's hard into the first turn on the next lap start the commotion as Haney got real close to the Yamaha; enough so that his front wheel hooked a portion of the Champion frame, ripped out about a dozen spokes, and flipped the rider right over the high side. Jeff got bit on the down thrust.

The melee shoved Moore wide and Jimbo inherited the lead for an easy win with Moore coming back to take second. Haney walked off the track under his own power with a back row start for the main.

If the first run at the green had gone, it would have been Blair Newell on the Lou's Doors special. But even with a seemingly good green for a second go to Keith Day, Haney had his hand up and Burt Dinner had to show the red. On the third and final go it was Filice in firm control, never to be headed.

Day had little trouble with second spot and teammate Frank Garcia made a rather nice green parade with Mark key in for fourth over Moore and Haney.

Tim West pulled off the win in the 360cc Novice on the ACK Products Special while Beau Marciel smiled all the way to the 500cc Novice win over Jon Teraji's ancient BSA. John Phillips had it easy in the 500cc Junior as Joe Mitchell couldn't get it all together at once, coming from a far piece to second. Key and Danny Moore shard the 500cc Expert until Key took command with John Pittman in for third.

Results

PEE-WEE: 1. Jason Cahoon (Suz).
60 NOV JR: 1. Bodie Shepard (Suz).
809 NOV: 1. Mike Faust (Yam); 2. Donny Cahoon (Yam).
80 JR: 1. Dean Vincelet (Yam); 2. Ricky Diaz (Yam).
80 EX: 1. Doug Chandler (Kaw); 2. Mike Macedo (Suz); 3. Kurt Chandler (Yam).
100 NOV JR: 1. Boddie Davis (Yam).
100 EX: 1. Kurt Chandler (Yam); 2. Doug Chandler (Yam); 3. Chris Carr (Suz).
125 NOV/JR: 1. Ronnie Evans (Yam); 2. Frank Martin (Yam).
250 NOV: 1. Joe Flowers (Yam); 2. Ricky Smith (Yam).
250 JR: 1. Steve Martin (Yam); 2. Ronnie Murphy (Yam).
250 EX: 1. Jim Filice (Yam); 2. Keith Day (Kaw); 3. Frank Garcia (Kaw).
360 NOV: 1. Tim West (Yam).
500 NOV: 1. Beau Marciel (Suz); 2. Jon Teraji (BSA).
500 JR: 1. Jon Phillips (Yam); 2. Joe Mitchell (Yam); 3. Rod McCollough (Yam).
500 EX: 1. Mark Key (Yam); 2. Danny Moore (Hon); 3. Johnny Pittman (Bul).
OPEN: 1. Doug O'Brien (Tri); 2. Eric Weisler (Yam); 3. Bill Flett (H-D).

Alaska State Motocross Championship series continues

By M. R. Edge

FAIRBANKS, AK, AUG. 11-12

With the end of the racing season approaching, riders turned out in full force for the fourth round of the Alaska State Motocross Championship Series at the North Pole Speedway.

Going into round four Scott Davis (Suz) of Soldotna held a commanding lead over Jeff Wolverton (Suz) of Anchorage in the 125cc Expert class and Jeff MacDonald (Hon) of Fairbanks in the 250cc Expert class. However, Davis was unable to compete in this round due to injuries received in an electrical accident a few days earlier. Wolverton, Davis' major competitor in the 125cc Expert class, was also absent leaving the 125 and 250cc Expert classes up for grabs.

The absence of Davis and Wolverton left Eddie Wise (Hon), sponsored by Honda of Anchorage, with the 125cc Expert class victory on the first day of racing. Mike Arnold (Suz) of Anchorage, who missed rounds two and three of the series, followed Wise in for a close second overall for the day.

The 250cc Expert class saw Wayne Broste, riding a Yamaha for Anchorage Cycle Sales, take all three moto wins for the overall over Al Ticiniski (Yam) of Canada.

Without a doubt, the closest racing of the day came from the 500cc Experts. Jim Stewart of Anchorage launched his KTM into a lead over another Anchorage rider, Chris Patterson (Mai). Stewart held on to the lead until halfway through the last lap when Patterson was able to hook up better driving out of a corner and pass Stewart for the first moto victory.

The second moto was a replay of the first with Stewart pulling a holeshot and Patterson in close pursuit. This time Stewart held the lead until a lapped rider forced the KTM rider to back off the throttle a few feet from the finish line, allowing Patterson to take a photo finish win.

Stewart once again holeshot the start and took the lead. However, this time Patterson had a slow start and by the time he worked his way through traffic into second place Stewart was long gone. Patterson still took the overall win to his 1-1-2 moto finishes.

The second day of racing saw Mike Arnold take the 125cc Expert class win over Jeff Sandstrom on his Anchorage Cycle Sales sponsored Yamaha. Previous day's winner Eddie Wise could only manage a third this time.

In the 250cc Expert class Canadian Al Ticiniski rode to a solid victory over hometown favorite Jeff MacDonald. With his second place finish on the first day and a win on the second day Ticiniski moved into a strong position to overtake Scott Davis' seemingly invincible overall points lead.

Tension was thick as the 500cc Experts lined up for the start of their first moto. Neither Patterson or Stewart were willing to settle for a second place finish. Of all the classes competing for the State Championship the most furious rivalry was between Patterson and Stewart who were separated by only 125 points going into the second day of racing.

When the gate dropped for the first moto neither Patterson or Stewart had the lead. By the end of the second lap Stewart had taken over with Patterson running third. The halfway point found Patterson in second but Stewart had gained too much ground for the Maico rider to catch up.

Stewart took the lead on the second moto with Patterson hot on his tail. A third lap crash by Stewart put Patterson into the lead followed closely by another Anchorage rider, Lewis Lamson (C-A). Patterson rode on to the win with Stewart working his way up to third place at the finish.

With Stewart's 1-3 moto finishes and Patterson's 2-1 finishes, Stewart would have to win the third moto to take the overall for the day and maintain his slim points advantage over Patterson.

As usual, Stewart pulled a holeshot with Patterson right behind. The two racers were never separated by more than two or three seconds the entire moto. Patterson waited for Stewart to make a mistake, but it never came. Stewart finished in first place with second going to Patterson. This win gave Stewart a 225 point lead over Patterson with the State Championship titles to be decided in Anchorage at the fifth and final round.

Results

AUGUST 11
MINI: 1. Rob Wolfe (Suz); 2. Darren Brooker (Kaw); 3. Mike Ault (Yam).
125 NOV: 1. Vince Monzulla (Hon); 2. Tom Van Hoomissen (Suz); 3. Tony Peet (Hon).
125 EX: 1. Eddie Wise (Hon); 2. Mike Arnold (Suz); 3. Ray Peger (Suz).
250 NOV: 1. Jeff Smith (Kaw); 2. Mark Thomson (Hon); 3. Pete Frey (Kaw).
250 EX: 1. Wayne Broste (Yam); 2. Al Ticiniski (Yam); 3. Dave Tingstrom (Mai).
500 EX: 1. Chris Patterson (Mai); 2. Jim Stewart (KTM); 3. Lee McCarrol (Mai).
FOUR STROKE: 1. Cal Frey (Kaw); 2. John Wilterding (Hon); 3. George Farrel (Yam).
AUGUST 12
MINI: 1. Rob Wolfe (Suz); 2. Darren Brooker (Kaw); 3. Rick Lewis (Yam).
125 NOV: 1. Jeff Wells (Suz); 2. Vince Monzulla (Hon); 3. Ben Loyer (Hon).
125 EX: 1. Mike Arnold (Suz); 2. Jeff Sandstrom (Yam); 3. Eddie Wise (Hon).
250 NOV: 1. Jeff Smith (Kaw); 2. Scott Smith (Hon); 3. Mark Thomson (Hon).
250 EX: 1. Al Ticiniski (Yam); 2. Jeff MacDonald (Hon); 3. Louis Mass (Hon).
500 EX: 1. Jim Stewart (KTM); 2. Chris Patterson (Mai); 3. Lewis Lamson (C-A).
FOUR STROKE: 1. Cal Frey (Kaw); 2. John Wilterding (Hon); 3. Harvey Chesford (Suz).
ALASKA STATE MOTOCROSS CHAMPIONSHIP SERIES POINTS AFTER 4 OUT OF 5 ROUNDS:
MINI: 1. Rob Wolfe (2738); 2. Darren Brooker (2263); 3. Todd Schnurr (1464).
125 NOV: 1. Jeff Wells (2669); 2. Vince Monzulla (1612); 3. Tom Van Hoomissen (1522).
125 EX: 1. Scott Davis (2225); 2. Jeff Wolverton (1769); 3. Jeff Sandstrom (1385).
250 NOV: 1. Jeff Smith (2700); 2. Scott Smith (2089); 3. Mark Thomson (1591).
250 EX: 1. Scott Davis (2169); 2. Al Ticiniski (1652); 3. Jeff MacDonald (1536).
500 EX: 1. Jim Stewart (2525); 2. Chris Patterson (2300); 3. Lewis Lamson (1398).

Fall racing begins at Mabton Dunes

By the Squisher

MABTON, WA, SEPT. 2

The fall season got off to a roaring start on the beautifully prepared Mabton track with over 200 riders competing. It had rained all night, leaving the sand track in perfect racing condition.

Andy Tudor (Suz) really had the track wired and pulled the holeshot in

the first 250cc Pro moto ahead of Duane Marker (Suz), Mogen David LaPierre (Kaw), and Ron Pomeroy (LOP Yam), who was back from the National circuit. La Pierre and Marker both fell while battling for second. Pomeroy moved into second but couldn't make up the ground on Tudor who won with ease. Marker finished third with LaPierre fourth.

Pomeroy was disqualified for pit riding between motos and when they lined up for the second moto, LaPierre was also missing. Tudor and Marker battled for the entire second moto with Andy taking the win by a narrow margin. Andy said "I slowed down and picked the smooth lines in the second moto because my bike was handling crummy". Marker earned second overall with Cris Hutzleman (Suz) third.

The 125cc Pro class was won by Duane Marker (Suz) after Sandy Jaquish (Yam) DNF the second moto while leading. Marker won the first moto over a hard charging Bill Jones (Suz) with Jaquish third and Kevin Lagsdon (Yam) fourth.

Jaquish grabbed the holeshot in the second moto with Logsdon second. Marker tried to move into second at the bottom of the hill only to crash and lose a lot of time. Within five laps Duane was right behind Logsdon and then took over the lead for good as Jaquish ground to a halt.

Dan Little (Kaw) put together two consistent rides in the 125cc Intermediate class for the overall after Duane "Hulk" Morris (Yam) won the first moto then crashed out in the second. Rich Sturtevant (Kaw) took second with Greg White (Suz) third.

Results

JR. CYCLE 9-11: 1. Lowell Thunson (Ita); 2. Sean Leichner (Yam).
JR. CYCLE 8 & Under: 1. Greg Fraser (Suz); 2. David Wilz (Suz); 3. Jason Crampton (Suz).
MINI PRO: 1. Denny Fennell (Kaw); 2. Chad Jeffery (Yam); 3. Craig Stanaway (Yam).
PEE WEE: 1. Bill Moya (Suz); 2. Eric Wilz (Suz); 3. Dina Jeffery (Suz).
MINI INT: 1. Brian Ellingson (Yam); 2. Brad Halk (Yam); 3. Duane Foster (Yam).
MINI JR: 1. Shawn Wood (Yam); 2. Nick Myers (Suz); 3. Matt Wilcox (yam).
OVER THE HILL GANG: 1. Rick McUne (Hus); 2. Rich Thomason; 3. Bill Prichard.
125 PRO: 1. Duane Marker (Suz); 2. Kevin Logsdon (Yam); 3. Dale Holcomb (Suz).
125 INT: 1. Dan Little (Kaw); 2. Rich Sturtevant (Kaw); 3. Greg White (Suz).
100 JR: 1. Brad Halka (Yam); 2. Andy Sehab (Suz); 3. Todd Miller.
100 INT: 1. Duane Morris (Yam); 2. Sean Leichner (Suz).
250 PRO: 1. Andy Tudo (Suz); 2. Duane Marker (Suz); 3. Chris Hutzleman (Suz).
250 INT: 1. Jodie Luke (Yam); 2. Bob Berg (Hon); 3. Jon Parton.
125 JR: 1. Kent Trammel (Yam).

Beier and Schlag awesome at Argyle Park

By Pat Doyle

DIXON, CA, SEPT. 9

Over 200 Sportsman riders turned out for a day of racing at Argyll Park. Joey Schlag dominated the small Expert turnout by taking top spot in each moto of the 250cc and Open classes. Schlag, riding for Cycle City of Walnut Creek, entertained the enthusiastic crowd with his airborne antics off the large jumps.

In the Open Expert class it was Joe Elkin and Dave Woodall swapping second place honors behind Schlag's KTM, with Woodall grabbing the overall runner-up spot.

In the 250cc Expert class, it was Arnold Plant's turn to follow Schlag's Maico around the track while Steve Coffey battled his Honda to a third overall.

Mike Beier, after grabbing the first 125cc Expert moto lead from Pat Yoho, stayed in front for the rest of the day. Scott Rebuck who finished third behind Yoho in the first moto was runner-up to Beier followed by Spoof Pena.

Sportsman action saw Gene Cogburn taking the overall Open Novice win after settling for a fourth overall behind Loyd Thornburgh, Harv Dunham and Walt Glen in the Vets Novice division. Other dual class rider action saw Lee Seyle grabbing top spot in the 125cc Novice divison two and fifth in the 250cc's behind moto winners Pete Yoho and overall winner Ross Warren. Junior rider Rodney Smith managed a second and a third finishing spot in the 250cc and Open Junior divisions.

Results

125 NOV 1: 1. John McCapes (Suz); 2. Mike Whalen (Suz); 3. Ron Shafer (Suz).
125 NOV 2: 1. Lee Seyle (Hon); 2. Dan Pischke (Yam); 3. Matt Condaus (Kaw).
125 INT: 1. Ed Minton (Suz); 2. Glen Reinburg (Suz); 3. Scott Yarbraugh (Yam).
125 EX: 1. Mike Beier (Suz); 2. Scott Rebuck (Suz); 3. Spoof Pena (Suz).
250 NOV: 1. Ross Warren (Suz); 2. Frank Valadao (Hon); 3. Pete Yoho (Hon).
250 INT: 1. Mark Boubelik (Suz); 2. Rodney Smith (Yam); 3. Bob Shater (Mai).
250 EX: 1. Joey Schlag (Mai); 2. Arnold Plant (Suz); 3. Steve Coffey (Hon).
OPEN NOV: 1. Gene Cogburn (Mai); 2. Ken Sommer (Suz); 3. Ron McClinton (Mai).
OPEN INT: 1. Mike Muier (Mai); 2. Jeff Anselmo (Yam); 3. Rodney Smith (Mai).
VET NOV: 1. Loyd Thornburgh (Yam); 2. Harv Dunham (Mai); 3. Walt Glen (Yam).
VET INT: 1. Roger Bubak (Bul); 2. Robert McCowen (Bul); 3. Curt McMahon (KTM(.
VET EX: 1. Scott Davis (Mai); 2. Russ Powell (KTM); 3. Jack Coulombe (Mai).
O.T. NOV: 1. Kerwin Brown (Hus); 2. Milton Emery (Yam); 3. Gene Wells (Kaw).
O.T. INT: 1. John Fuqua (Mai); 2. R.J. Geelatly (Hus).
O.T. EX: 1. Ernie Cabral (Suz); 2. Bill McClinton (DMS); 3. Merrill Rempfer (KTM).
100 NOV: 1. William Jones (Suz); 2. Mark Bissell (Suz); 3. Tony Lindsay (Suz).
100 EX: 1. Howie Ross (Suz).
MINI 100: 1. Kenny Klein (Suz); 2. Matt Ritner (Suz); 3. John Dalton.
WOMENS: 1. Dorene Payne (Kaw); 2. Yvette Husted (Mai); 3. Debra Jamerson (Mai).
80 MINI NOV: 1. Jason Mackenote (Kaw); 2. Shaun Freilin (Kaw); 3. Grady McLoeol (Suz).
80 MINI INT: 1. Bin Mon Avery (Suz); 2. Curt Bissell (Kaw); 3. Bob Sisco (Suz).
80 MINI EX: 1. Tyson Vohland (Yam); 2. Laroy Deheon (Suz).
60 MINI: 1. Konnie Delke (Suz); 2. Scott Davidson.

Schlag takes Sand Hill rough scrambles opener

By Roy Hartbauer

BRENTWOOD, CA, SEPT. 7

The new track at Sand Hill Ranch proved faster than ever as the Friday night Rough Scrambles season kicked off.

The Minis opened the program and showed that it was going to be wide open and on the gas as Curt Bissill won both the 80cc heat race and main event, with eight year-old Doug De Lay winning the 50cc class.

In the Expert division Joey Schlag, riding the new KTM, sustained pressure during the opening laps before pulling away from the pack for the main event win.

The main was almost a copy of the heat race as Tracy Hayes, after a crash in the heat, battled with Alan McGehee for second with Hayes coming out on top.

The highlight of the night was the Open Junior/Novice division. A crash in the first lap slowed or eliminated many of the contenders in the main, but Junior Jack Grenig picked his way through the pack for the Junior win.

Chris Riddle went on to win the Novice class, followed by hard charging Jess Guyman and Andres Williams. ●

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Central Pipeline

Michael Jones on his way over at the AMA National Championship hillclimb.

Alford tops at Mineral Wells Hillclimb

By Diane Polley

MINERAL WELLS, TX, SEPT. 9

Will Alford continued his winning ways by getting another top time to go along with his win at the Peoria National. His 370cc Bultaco seems to lead a charmed life — or maybe Glen Waters, at Bultaco Sales of Dallas, has a magic touch when it comes to Alford's machine. He topped the 350 foot hill in 14:21 seconds for the win. He also took first on his 750cc Kawasaki with a 14:32 second run.

Henry Polley and Cleve Martin were the only riders to come close to Alford's times. Martin set a time of 14:84 seconds on a 360cc Bultaco to capture second in the 370cc class. Polley tried real hard with his 500cc Yamaha, but 14:86 seconds was his best effort.

Results

MINI MINI: 1. Rodney Dawes; 2. John Headridks; 3. Cristy Dawes; 4. Donnie Perdu.

MINI: 1. Troy Delamar; 2. Tony Oldham; 3. Rodney Daews; Charlie Dales.

125 ENDURO: 1. Charles Goodnight; 2. Russell Meeks; 3. George Sanders; 4. Alan Pardue.

OPEN ENDURO: 1. Corky Dawes; 2. George Sanders.

100: 1. David Anderson; 2. John Alford; 3. Ronald Meeks; 4. Jackie Anderson.

125: 1. Robbie Bailey; 2. Charles Goodnight; 3. David Anderson; 4. Rodney Dawes.

200: John Blanton; 2. Russell Meeks; 3. Robbie Bailey; 4. Herb Fish.

250: 1. David Anderson; 2. David Carder; 3. Mike Ethridge; 4. John Blaton.

370: 1. Will Alford; 2. Cleve Martin; 3. Mike Polley; 4. David Carder.

500 1. Will Alford; 2. Henry Polley; 3. Cleve Martin; 4. Tom Anderson.

750: 1. Will Alford; 2. Jim Butler; 3. George Carlisle.

OPEN: 1. Will Alford; 2. Henry Polley; 3. George Carlisle; 4. Mike Polley.

EXHIBITION: 1. Will Alford; 2. Jim Butler; 3. Tom Anderson; 4. Henry Polley.

"Old Ugly" a real National Championship Hillclimb challenge

By Daine Polley

PEORIA, IL, SEPT. 1-3

The 1979 AMA National Hillclimb Championship took place on a 240 foot hill called "Old Ugly." The Peoria Dirt Riders built the hill which had not had a motorcycle on it since October. All 223 riders had to admit after the climb that it took a lot of ability, not just horsepower, to make it over the top.

"Old Ugly" had a step at about 100 feet with a 10 foot *very steep* ledge leaving it. If the riders hit the ledge too hard and jumped, when they landed, the back tire would not break loose. They would either kill the bike or flip it.

In two days of riding there were only 29 over the top rides and only six riders were able to make repeat performances. One unusual aspect was that even though a 125cc and two 200cc riders made it, no 250cc rider could find the top.

Harold Van Hoy (MD) was the first man to go over. He took his 370cc Bultaco over in fine style but the timing lights were so surprised that they forgot to work. On his rerun he repeated, for a time of 8:66 seconds. This was the only time a rider had to repeat a ride because of a light malfunction during two days of riding.

Two more riders made the top in this class during the first round: Phil Stock (IL) and his KTM in 8:48 seconds and Will Alford (TX) riding a Bultaco in 8:57 seconds.

Because the hill was rough the big irons were at a disadvantage. Steve Howard (MD) set the fastest time of the day Sunday when he went over in 8:89 seconds on a 500cc Yamaha. He was closely followed by Robbie Alman's (CO) Suzuki and Henry Polley's (TX) Yamaha. The 1977 500cc champion, Joe Townsend (WV), made it to the top of the hill but his ride of 8:72 seconds only put him in fifth place at the end of the first round.

In the 750cc class some of the favorites had more than their share of troubles and only one rider made it over. Jim TerLouw (IA) found the groove and took his Kawasaki triple over in 8:97 seconds. Some of the best, or worst, crashes came when these big bikes would get a big bite and do flips several feet in the air. It's almost impossible to imagine that these bikes can get completely upside down in mid-air.

Tom Elmore (IL), the hometown favorite, almost rewarded his cheering section's efforts with his ride on a Kawasaki. He was flying when he went through the finish line but his 6:97 second ride was just a hair slow. He wasn't too worried though — it was his hill and he had another try coming.

These were the best climbers in the U.S. They had to ride other climbs and place in the winner's circle in order to win an invitation to the National. Most of them were hoping the hill would dry out some before the second round started Monday so there would be a little less traction and some wheel spin to give them the momentum to make it over the ledge.

Things looked better when Erik Goehrs (WI) took his 125cc Suzuki over in 7:90 seconds. But that was just a teaser. Joe Watt (IA) and Gailen McGraw were the only other riders to make the top before the 370cc class challenged the hill again. McGraw went over in 9:22 seconds on a 200cc Bultaco and Watt made it in 8:63 seconds on an Ossa.

The top two riders in the 370cc class waited, watching and trying to figure out where to hit the hill for the best chance of going over again. Two more riders went over in this class but they did not change the order of the top three. David Douglas (TX) moved up to fifth place with his 9:07 second ride and Mitchell Hensley (IL) went over in 8:98 seconds to stay in fourth.

Will Alford brought his Bul to the line for his final challenge to "Old Ugly." His fellow Texans knew he had a good chance to end the run in first place and they were trying to make everything work perfectly for him.

They had been telling anyone who would listen that "Old Ugly" was Alford's kind of hill. In his usual smooth, straight style he rode his 370cc Glen Waters of Bultaco Sales of Dallas built and tuned Bultaco up and over. A hush fell on the crowd as they waited for his time. They knew it was fast. The clock had stopped at 6:85 seconds, the fastest time of the climb. But Alford had a long wait to see if he could keep top time in addition to the 370cc class championship.

The 500cc class riders thought that it would be easy for one of them to take over the top spot. But only two of the five riders who went over Sunday were able to repeat, and Joe Townsend (WV) was the only one able to go any faster. His time of 7:42 seconds on a Yamaha moved him from fifth to third. Henry Polley looked good on the bottom but he hit the ground too hard on top of the ledge and that was the end of his ride. Dick Derosa made it to the top again but wasn't fast enough to improve his position.

The suspense really increased as the big irons got ready to go. Even though a few more went over in the 750cc class, and one more in the 751cc-over class, no one was able to come close to Alford's time. Tom Elmore was the last man to try to knock Alford off his perch. His Open class Kawasaki sounded good as he left the line but his time was 7:37 seconds — nearly half a second slower than that of Alford.

Only 16 of the riders came from the western half of the nation but 11 of them returned home as winners. Texas riders captured seven wins, plus top time, while Colorado's two riders both took home wins as did California's two riders. Charles Ford (CO) took first place in the 250cc class on a Suzuki by going 212 feet up the hill.

Dick DeRosa of California took fifth in the 500cc class while Duane Vinson captured sixth in the 750cc class.

Results

100: 1. Brad Gerdes (WI Suz) 187 ft; 2. Jeff Fish (TX Hon) 172; 3. Ron Bowman (NB Suz) 171; 4. Mike Wood (WI Suz) 165; 5. Dana Dietz (Yam) 146.

125: 1. Erik Goehrs (WI Suz) 7:90 sec.; 2. Robbie Bailey (TX Yam) 191 ft.; 3. Rodney Hartzell (IL Hon) 168½ ft.; 4. Mike Juhlin (MN Hon) 168 ft.

200: 1. Joe Watt (IA Oss) 8:63 sec.; 2. Gailen McGraw (NB Bul) 9:22; 3. Michael Jones (In Yam) 201 ft.; 4. Chuck Rempes (OH Bul) 167; 5. John Blanton (TX Bul) 174.

250: 1. Charles Ford (CO Suz) 212 ft.; 2. Joe Pinsonnalt (MA Yam) 204; 3. Mike Cline (KY Hon) 198; 4. Scott Juhlin (MN Hon) 197.

370: 1. Will Alford (TX Bul) 6:85 sec.; 2. Phil Stock (IL KTM) 7:04 sec.; 3. Harold Van Hoy (MD Bul) 8:66; 4. Mitchell Hensley (IL) 8:98; 5. David Douglas (TX Yam) 9:07.

500: 1. Steve Howard (MA Yam) 6:89 sec.; 2. Robbie Alman (CO Suz) 7:04; 3. Joe Townsend (WV Yam) 7:42; 4. Henry Polley (TX Yam) 7:73; 5. Dick Derosa (CA Yam) 8:10.

750: 1. Mike Visser (IA Kaw) 7:02 sec.; 2. James Blanton (TX Tri) 7:99; 3. Dan Baldwin (IA BSA) 8:30; 4. Jim TerLouw (IA Kaw) 8:97; 5. Steve Kain (MN H-D) 11:23.

751-OVER: 1. Kyle Morris (MO Kaw) 8:37 sec.; 2. Robert Weisel (OH BSA) 9:04; 3. Darl Doubblestein, Jr. (MI Tri) 177 ft.; 4. Henry Kelly (IA Yam) 162; 5. Ted Wisner (OH BSA) 161.

OPEN: 1. Tom Elmore (IL Kaw) 6:97; 2. Gerald Tilson (NB Kaw) 8:37; 3. Paul Jacobson (IL Yam) 8:88; 4. Bennie Litwin (IL Yam) 11:58; 5. Keith Felton (IA Kaw) 193 ft.

McIntyre and Logston top Star Track

EL PASO, TX, SEPT. 1, 1979

Yamaha of El Paso's dynamic duo of Maby McIntyre and Scott Logston took top Expert honors at Star Track MX Park. Mac (Yam) won all four motos in the 250cc and Open Pros. His only competition came from Eddie Weardon (Suz) in the first 250 moto, however, Eddie stuck his head in the dirt halfway through the moto while in the lead. In the Open, Dean Ulve (Yam) led for half a lap but Mac took over and ran away with it. Ulve hung in for second, riding a good race after coming back from a broken foot.

There was a big turnout in the 125cc Pro class with lots of action. After three false starts, Eddie Weardon (Suz) took the lead in the first moto with Tracy McIntyre (Yam-one of the three McIntyres in this race) in second and Scott Logston third. Logston moved into second on the first lap and lost it to Maby McIntyre (Yam) the next lap who went by Weardon as well. On the next lap Logston passed Weardon and set out after Mac. Both Logston and Mac left the pack behind. Weardon finished third with Jimmy Woleslagle (Suz) fourth on a 1980 Suzuki.

Logston grabbed the holeshot in the second moto with Brad Tabor (Yam) second. Tabor fell in a turn on the first lap giving second to Maby. Logston and Mac started to run away with it. Mac, pushing hard, fell down when he nicked Scott's rear wheel in a dusty berm. Mac was up and running again, trying to catch Logston, but crashed ahrd again giving Logston a big lead. Logston crossed the finish line with his fist in the air, obviously happy to be getting his speed back after his long lay off with a knee injury. Mac followed a distant second while way back, Mike Parker (Suz) came in third with Brad Tabor coming back for fourth. Comments were heard that it was like old times watching Maby and Scott battling it out.

In the 125cc Amateur Danny Suggs riding for Annie D. Suzuki/Team Fast dominated both motos from start to finish. Watch for Danny to be in the Pro division soon if he keeps up his winning rides. ●

Results

125 EX: 1. Scott Logston (Yam); 2. Maby McIntyre (Yam); 3. Shaun Perrero (Suz); 4. Jimmy Woleslagle (Suz); 5. Brad Tabor (Yam).

250 EX: 1. Maby McIntyre (Yam); 2. Eddie Weardon (Suz); 3. Rob Dvies (Yam); 4. Brad Tabor (Yam); 5. Pete Bruder (Kaw).

OPEN EX: 1. Maby McIntyre (Yam); 2. Dean Ulve (Yam).

125 AM: 1. Danny Suggs (Suz); 2. Lloyd Olson (Hon); 3. Randy Smith (Suz); 4. R. Reyes (Suz); 5. Chris Pric (Suz).

250 AM: 1. Bobby Nichols (Yam); 2. Tony Boor (Yam); 3. Mike McGrath (Yam).

OPEN AM: 1. Orville Brumley (Yam).

125 NOV: 1. Gilbert Reyes (Suz); 2. Susie Livingston (Yam); 3. Ruby Ramirez (Yam); 4. Jeannie Livingston (Yam).

250 NOV: 1. Castanada (Suz); 2. Orville Brumley (Yam); 3. Kim Ohara (Pen); 4. Rusty Brewer (Suz).

100 SCHOOLBOY: 1. Brother Martinez (Yam); 2. David Ennis (Yam).

WOMENS: 1. Jeannie Livingston (Yam); 2. Gayla Franks (Yam); 3. Shelly Nichols (Yam).

MINI MINI: 1. Chester Ennis (Itl); 2. Billy Ennis (Suz).

RESULTS

Motocross
Huron Cycle Park
Fresno, CA
Sept. 3, 1979

PEE WEE'S
50cc
John Robert Culwell
Justin Saragute
60cc
Chris Neal
Tim Richard
Jeremy Willey
MINI JR
John Garcia
Richie Pierce
Richard Griffith
INTERMEDIATES
Darvin Vanderpool
Mike Jordon
125 JR
Steve Lacey
Rodney Ash
Robbie Farmer
125 INT
Mike Olmsted
Blake Ueki
Brett Mosekian
125 PROS
Tony Lucente
Jon Nelson
Chip Chapman
250 JR
John Buller
Bill Howard
David White
250 INT
George Knott
Fernand Valencia
Jim Jenkino
250 PROS
Milan Garrett
Jim Ellis
Brett Cross
OPEN JR
Robert Biggs
Matt Stabbs
Lindsey Nowack
OPEN INT
Carl Nelson
Gary Wilson
OPEN PROS
Darren Oliver
Jay Haroutunian
Dave Harrel

Oregon State Fair Arena Motocross
Salem, OR
Sept., 1, 1979
By Marlon P. Stockton, Jr.

125 EX	
Mark Gregson	Yam
Tod Pruett	Kaw
William Joyce	Suz
Ken Gallagoes	Yam
Daniel Conway	Hon
Gary Kuest	Yam
Sonny Stockton	Hon
Clay Light	Kaw
Denny Pascarelli	Hon
Clay Azar	Yam
250 EX	
Gary Kuest	Yam
Duane Marker	FMF
Mark Gregson	Yam
William Joyce	Suz
Richard Benek	Hon
Tod Pruett	Kaw
Danial Conway	Hon
Clay Azar	Yam
Don Harding	Suz
Sonny Stockton	Hon
50 EX	
Clay Azar	Yam
Mark Gregson	Yam
Duane Marker	FMF
Tod Pruett	Kaw
Rich Benek	Suz
Gary Kuest	Yam
Richard Earle	Yam
Mark Anderson	Suz
Sean Pascarelli	Mai
Blaine Elledge	Hus
$300 NATIONAL NO. RACE	
William Joyce	Suz
Mark Gregson	Yam
Gary Kuest	Yam
-Tod Pruett	Kaw
Duane Marker	Suz
Steve Williams	Hon
Clay Light	Kaw
Blaine Elledge	Hus
CONSOLATION	
Rich Benek	Suz
Dan Conway	Hon
Clay Azar	Yam

MOTOCROSS
Huron MC Park
Fresno, CA
Sept. 2, 1979

PEE WEE'S
50cc
Justin Saragute
60cc
Tim Prichard
Todd Pipes
Todd Nelson
60cc EX
Darcy Hernandez
MINI JR
Billy Roussel
John Garcia
Steve Lucente
INTERMEDIATE
Lee Duncon Jr.
Mike Jordan
100 JR
Kevin Bedwell
John Lassley
Abel Lopen
INTERMEDIATE
Shawun Holahan
Mark Nelson
Mark Rouff
125 JR DIV I
Steve Lacey
Ron Diaz
Joey Roberts
DIV II
Mark Boggen
Mike William
Ken Bookout
125 INT
Mike Olmsted
Bruce Ueki
Brett Mosekin
125 PRO
Charles Halcomb
Chip Chapman
Tony LUcente
250 JR
Tim Bicley
Mike Wilson
Joe Roark
250 INT
Tracy Knight
George Knott
Doug Krikovion
250 PROS
Brett Cross
Jim Birges
Charles Halcomb
OPEN JR
Jack Grenig
Eddie Ariola
Robert Biggs
OPEN INT
Carl Nelson
Harry Boudakian
Steve Batty
VETS
Lee Drewy

SPANAWAY SPEEDWAY
CMC Motocross
Sept. 2, 1979
By Sue Sykes

PEE WEE JR	
Jerry Swayze	Suz
Cash LeWark	Suz
Ryan Peters	Yam
MINI EX	
Trent Mourer	Suz
Mike Larson	Suz
Jack McGill	Yam
MINI INT	
Jim Allen	Suz
Marlow Mourer	Suz
Marvin Waldo	Suz
MINI JR	
Kely Shandrow	Yam
Tracy Bethel	Suz
Rick Rittierodt	Suz
100 INT	
Don Gores	Yam
Ron Byle	Suz
Tim Kirk	Suz
100 JR	
Scott Wichert	Suz
Mark Plumb	Suz
Kim Pratt	Suz
125 PRO	
Cory Klaudt	Kaw
Bob Buffaloe	Hus
Rudy Smith	Suz
125 INT	
Dan Daniels	Yam
Don Fry	Suz
Todd Beltz	Suz
125 JR	
JR Runnings	Yam
Steve Henden	Suz
Kirk Almquist	Hus
250 PRO	
Scott Henden	Yam
Duke Coleman	Suz
Rob Lumsden	Yam
250 INT	
Dan Daniels	Yam
Ted Delov	Mai
Mikel Shea	Yam
250 JR	
Brad Coone	Suz
Wayne Laurent	Yam
Tim Grank	Yam
OPEN PRO	
Bob Buffaloe	Yam
Mike Mohrbacher	Hus
Chuck Wiley	Suz
OPEN INT	
Bryan Sessions	Suz
Vern Huber	Mai
Sean Phillips	Suz
OPEN JR	
Kelly Bethards	Bul
Kevin Bethards	Bul
Doug McFarland	Suz
OVER HILL	
Ken Shandrow	Yam
Richard Kelley	Mai
Dn Schouweiler	Hon
OLD TIMERS	
Dave McArthur	Hus
125 EX	
Rod Casper	Suz

Seattle International Raceway
CMC Motocross
August 31, 1979
by Sue Sykes

PEE WEE JR	
Steve Row	Yam
Steve Dukes	Suz
Tavius Thompson	Suz
MINI EX	
Jeff Chapman	Suz
MINI INT	
Jim Allen	Yam
Billy Welland	Yam
MINI JR	
Bob Lindsey	Suz
Les Yocum	Suz
Tom Buehler	Suz
100 INT	
Mark Bloodgood	Yam
Larry Nevareo	Suz
100 JR	
Kurt Howland	Suz
Jerry Fink	Yam
Todd Bouchard	Suz
125 PRO	
Scott Henden	Yam
Ross Learn	Suz
Gary Loclrem	Suz
125 INT	
Todd Dougherty	Suz
Tom Lansford	Suz
Roger Zoerb	Yam
125 JR	
Michael Mitchell	Suz
Marc Huson	Yam
Aaron Fortune	Yam
250 PRO	
Scott Henden	Yam
Clint Stephens	Hon
Ross Learn	Suz
250 INT	
John Clayton	Yam
John Thompson	Suz
Tom Lansford	Hon
250 JR	
Don Miniken	Mai
John Hodges	Suz
Darren Obendorf	Suz
OPEN INT	
Rick Kelley	Mai
Mike Jesmer	Yam
Doug Hedges	Suz
OPEN JR	
Kelly Bethards	Bul
GAry Wozow	Suz
Kevin Bethards	Bul

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Class Winner, 500cc, Italy

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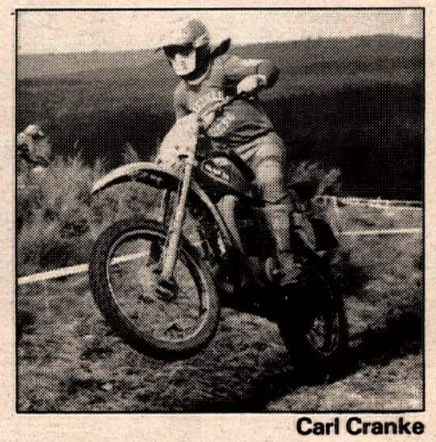
Class Winner, 175cc, Italy


Carl Cranke

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FRIDAY CORONA RACEWAY
THURSDAY O.C.I.R.

Open 7 Days 714-558-1584
CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

CALENDAR

CHAMPIONSHIP EVENTS

AMA Winston Pro Series

9/29 HM/Gardena, CA

AMA/Toyota Supercross Series

11/17 Anaheim, CA

AMA National Enduros

Eastern Region

9/30 100 mi. Nat'l
Columbia Enduro Riders
South Carolina

11/ 4 Twin States Nat'l
W. Kentucky Trail Riders
Kentucky

Central Region

10/7 Black Coal Nat'l
IN, IL, KY, Enduro Riders
Indiana

Western Region

10/7 100 mi. Nat'l
Double Crossers M.C.
California

10/14 100 mi. Nat'l
Prairie Dawgs M.C.
New Mexico

10/21 125 mi. Nat'l
Mt. Baker M.C.
Washington

10/28 100 mi. Nat'l
Far West M.C.
California

11/ 4 100 mi. Nat'l
Redding Dirt Riders
California

Trans-USA Series

9/30 Buchanan, MI
10/7 New Berlin, NY
10/14 Atlanta, GA
10/21 Sonoma, CA

World Championship F750 Road Racing

9/30 Yugoslavia

European Endurance Championship

9/30 England

1979 DRAGBIKE National Schedule

9/30 Epping, NH
10/6-7 Atco Dragbike Nat'ls
Atco Dragway
10/20-21 Las Vegas, NV
10/28 Orange County, CA
11/3 Houston, TX
11/9-10 TBA
12/1-2 Gainesville, FL
National Finals

S.C.O.R.E. Off Road Racing

11/6-9 Baja 1000
Baja, CA

Revised D-37 Calendar

9/30 100's MC H&H
10/6-7 Double XX Enduro
10/14 Desert MC H&H
10/20-21 So Cal MC GP
10/27 Checkers H&H

EVERY WEEK

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. First race 7:30 p.m. Sign up 5-6:30, prac. 6-7 p.m. Entry $10. 150% Pro p.b. CMC license req. Trophies awarded Sptsmn. class. Adults watch for $3.50, Jrs. $2.50, kids $1.50. 714/557-3323, 213/323-5055.

CMC STADIUM STYLE MX
Fremont Raceway, Fremont, CA. All new track layout & surface + Supercross type drop back start gate. All classes. Entry $8/$10. Spectators $2, pit pass $1. Open 5 p.m., prac. 6:30, race 7:30. 415/355-4760, 651-2545.

CMC MOTOCROSS/ATC/ ODYSSEY & TT RACES
Chula Vista, CA, Speedway 117. Take I-5 or 805 S from Chula Vista to Jct. 117, go E 5½ mi. across from Brown Field Airport. Prac. 6-7 p.m., sign up 4:30-7 p.m., 1st race 7:30 p.m. Entry $10. Trophies. Spectators $3.50, under 14 yrs. $1.50. CMC lic. req. Speedway 117, PO Box 995, Chula Vista, CA 92011. 714/420-7414

Thursday

CMC NIGHT MOTOCROSS
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. All classes, mini thru Open. Cash p.b. to Pros. New track under the lights. Entry $10. No gate fee. CMC pts. race. 714/557-3323; 676-4713.

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. Santa Ana Fwy. at Sand Canyon, San Diego Fwy. at Irvine Center Dr. Gate open 5:00 p.m., prac. 6, race 7. Entry RACE memb. $6; non-memb. $8; Pros $15. Admission not included. Gate fee adults $3/students $2/kids $1. 30% brass. 100% Pro p.b. 714/552-5511.

WASHINGTON

AMA MOTOCROSS
Bellingham, WA. Exit 255 1 mi. E, L on Hannogan Rd., 1 mi. Mini thru Open classes. Entry $5.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

D-36 NIGHT ROUGH Scrambles
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. Brentwood, CA. Gates open 5 p.m., prac. 7, race 8. Entry $15 Ex., 80% p.b., $11 Sptsmn $11 30% brass. Spect. $4. D-36 numbers and colors a must. Tom Anderson 415/798-5695; 634-3328.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro : Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddelback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4879.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438. 668-4851.

AMA TT
Bellingham, WA, exit 255 off I-5, 1 mi. E on Hannegan Rd., 1 mi. 80/125/250/750cc classes. ¼ mi. Semi Pro TT. Entry $6.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

OREGON

MOTOCROSS
Sandy, Oregon. Hwy. 211 Exit out of Sandy to Bornsted Rd. Follow signs. All classes. Gen. ad. $3.50. Entry Pee-Wee $5, Nov. $6.50, Inter. $6.50, Pro $10. 100% Pro p.b. Series trophies ea. class. Gate 8 am, prac. 9 am, race 10 am. Info: Mt. View Cycle Park, P.O. Box 365, Sandy, OR 97055. 688-4851.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad,

CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

OPEN SPORT RIDING/ FLAT TRACK/ MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn. Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

September 27

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new mem. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

September 28

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

September 29

MOTOCROSS
Saguaro Raceway, Tucson, AZ. Gates open 4:00 p.m., prac. 5:00, race starts 7:00 p.m. Entry $10/$15. Spectators $3, kids under 12 yrs. free. 602/296-4971.

D-36 SHORT TRACK
Monterey Co. Fairgrounds, Hwy 1, Casa Verde off-ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m. race 8 p.m. 408/394-8225; 899-2401.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: ' ll mini, 1-500. Gates ope[illegible]m, sign-up 5-7, pra[illegible], race 7:30. Spec. $3, Under 12 $1, Riders $6, 2nd bike $3, Semi-Pro $3. 100% exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.
CANCELLED

AMA WINSTON PRO SERIES HALF MILE
Ascot Park, Gardena, CA. 8:00 p.m. For info: Ascot Park, P.O. Box 98, Gardena, CA 90247. 213/321-1100; 232-1142.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $8 Sptsmn, $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8. AME lic. req. All classes. Free o/n camping. AME, PO BOx 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Sprockets Park, Bakersfield, CA. Post entry $8. Gates open 6:00 p.m., prac. 7, race 8, Free o/n camping. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 STADIUM MOTOCROSS
Brentwood, California. Sand Hill Ranch. Camino Diablo & Vasco Rd. All classes. Entry fee: $15 exp., $10 sptsmn.. 3 spec. Gates open 4:30, race 730. Info: Rt. 2, Box 143-C, Brentwood, CA 94513. 415/634-3328,

SDRA MOTOCROSS
Star Track, from dwntn. El Paso, TX, take I-10 N to Mesa exit. L (west) on Mesa to NM 273, R on NM 273 for 2 mi. Star Track is on R. Gate opens 6:00 p.m., prac. 7, race 8. All classes. $100 per class, 100% pb. for less than 7 riders. Entry fees, mini-mini $5/Ex $9/all others $7. $2 gate fee. SDRA memb. req. $300 total purse. Southwest Dirt Riders Assn., 239 Alvarez, El Paso, TX 79932.

IDBA CDBA BIKE DRAG RACE
Bandimere Speedway, CO. Take alameda W to Rooney Rd., then go S (left) 1½ mi. to Bandimere Speedway. IDBA classes & Dial-Your-own. Over $1700 purse. Trophies to all winners. Entry $20. 1:00-6:00 p.m. Fastest 16 bikes get entry back. Rick Horn 303/573-9930.

September 29-30

AMA CHAMPIONSHIP HALF MILE & ST
State Fair of Oklahoma, Oklahoma City, OK. Sept. 29 2:00 p.m., OK Half Mile $1700 purse. Sat. Sept. 29, 7:30 p.m., OK Short Track $1200 purse. Sun. Sept. 30 2:00 p.m. Regional Half Mile $4000 purse. Gen. Adm. $6 each event. For info: State Fair of OK, PO Box 74943, Oklahoma City, OK 73147.

SRAC/COLORADO ST CHAMPIONSHIP ST & HM
Fairgrounds, Rocky Ford, CO. U.S. Hwy. 50, turn N at either stoplight to fairgrounds. All classes. Trophies to B riders, 100% p.b. to A's. Entry $6 B's, $10 A's. Free o/n camping on fairgrounds. Short track 7:00 p.m. Sat.. night. Half-mile 1:00 p.m. Sun. For info: 100 Willow, Rocky Ford, CO 81067. 303/254-7549.

September 30

ERA/PARA MOTOCROSS
At Franklin on Territorial Rd., Cheshire, OR. Hwy. 99 N to Cheshire/Hwy. 36 cut off. L at yellow light, go 6 mi. then L on Terriotrial Rd. Track on L. Sign in 10 a.m., prac. 11, race noon. Pros $10, Am $6. Dbl. PARA pts. PARA memb. req. Baja cars will also run this event. 100% Pro p.b. For info: Emerald Racing Assoc., 2810 Dahlia Ln., Eugene, OR 97404. 503/688-1274.

SRA MOTOCROSS
Motoqua State Motorcycle Park, Utah. 21st SW bound to 5600 West, S 1 mile, Salt Lake City, UT. All classes. $1500 Pro purse. Entry $15 Pros/$7 others. For info: Salt Lake Bees MC, PO Box 130, W. Jordon, UT 84084. 801/561-1453.

AME CALIFORNIA MINICYCLE SERIES
Indian Dunes, Valencia, CA. Contingencies awarded by US Suzuki. Win a Suzuki. Prizes from S&W & Duralube. Challenge of Champions Race. Mail entry Pee Wee $10, All classes $15 (2 or more $12). Post entry $20. AME memb. req. Mail entry deadline Sept. 20. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME $1000 PURSE MX
Indian Dunes, Valencia, CA $1000 purse p.b. by moto. 50% trophies. Post entry $10 Sptsmn, $20 Pros. Gates open 7:00 a.m., prac. 8, race 9. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SRA RIVERSIDE GP
Riverside International Raceway, Riverside, CA. Off Hwy. 60. All classes plus Team Race. 20% brass, finisher pins. Entry $13 mail, $15 post. Gates open 4 p.m. Sat. O/N camping ok. Prac. 8 a.m., first race 9 a.m. SRA comp. lic. req. Mail SASE to SRA, PO Box 1048, Cypress, CA 90630. 714/822-1356.

100's MC D-37 HARE & HOUND
Charlies Place. Limed from Hwy. 395 & Trona Rd., Red Mtn., CA. 85 miles. 9:00 a.m. start. Beg. & Trail Nov. go 1 loop. Entry $12. 20% trophies for B eg. 15% trophies Nov. Jr. Ex. 714/985-1567.

ARRA ROAD RACE
Ontario Motor Speedway, Ontario, CA. San Bernardino Fwy. to Ontario. GP/Prod/Cafe/4-stroke GP classes. Pre entry $18/9, post $22/$11. Join ARRA & race same day. Med. ins. Spectators welcome. For info: Pat Manning, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

D-36 SHORT TRACK
Salinas Airport, Hwy. 101 & Airport Blvd., Salinas, CA. All classes + minis. 100% p.b. Ex. Entry $6. No riders insurance. Prac. 10:30 a.m., race noon. 408/394-8225; 899-2401.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m. sign up 8-9, prac., 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

PAT JACOBSON BENEFIT MOTOCROSS
Mabton, WA, Hwy. 22-45 min. S of Yakima, WA. All proceeds to Pat & his family. 5 ft. trophy to all 1st place Am. classes. Benefit medallion to a 2nd-10th place amateurs. Entry $10 Sptsmn, $25 all Pros. Gates open 7 a.m., sign up 8-10, race 10:30. Gate adm. $3.50. All classes welcome. Gas available. 509/663-2433.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 mo[illegible] for Pros. 2 m[illegible] 30% brass for Sp[illegible] Entry $10/$13 Pros. M[illegible] req. Gates open 7:00 a.m., prac. 8, race 9. 213/7519.
Anaheim Stadium Qualifier

TPMX TEAM MOTOCROSS
Check's Rd, Janesville, CA, 72 mi. N of Reno, NV. 50cc-Open Pros classes. Trophies to all classes. Entry $15 single, $30 double. 80% Pro p.b. Thompson Peak MX, PO Box 17, Janesville, CA 96114. 916/253-3309.

ATA TRIALS
Borana, under Oaks California. I-5 to 78 S. to Ramona. All classes. Info: 847-8495 or 842-5245.

D-36 MOTOCROSS
Winnemucca, Nevada. Caider Cycle Park. 2 mi. W. of town, old Hwy. 40. All classes. Am. $11, Semi-pro $20 (Nov. 4 only), spec. $3. Nov. 4 150% p.b., $20 entry, $11 am. Sign-up 7-8 am, prac. 8-9 am, 1st moto 9:30 am. 3 race series. Give away 1979 Kawasaki KX250 (Must finish 1 moto at each date. D-36 rules apply. Info: P.O. Box 1239, Winnemucca, N 89445. 702/623-3577 after 5 pm.

October 5

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $8 Sptsmn., $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

October 6

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $8 Sptsmn, $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8.

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CRC DESERT RACE SCHEDULE
Oct. 7 — Golden Bear H & H
Rand to Red Mountain
Oct. 21 — ITT G.P.
Indian Dunes
Double CRC Points
Nov. 4 — Rosarita G.P.
Baja
Double CRC Points
Nov. 18 — Hare Scrambles
Red Mountain
Dec. 2 — Hare Scrambles
Lucerne
CRC Membership Required
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Sept. 30 — 100's MC Hare & Hound
Oct. 6 & 7 — Desert Vipers Grand Prix
Oct. 7 — Double XX Enduro
Oct. 14 — Desert MC Hare & Hound
Oct. 21 — So. Cal. MC Grand Prix

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INDIAN DUNES

CRC MOTOCROSS RACE SCHEDULE
Sept. 30 — RACING WORLD Anaheim Qualifier
Oct. 6 — Saddleback Anaheim Qualifier
Oct. 7 — Indian Dunes Anaheim Qualifier
Every 2nd & 4th Friday Nights
Indian Dunes Motocross
Membership Required
213-830-7519

AME lic. req. All classes. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Sprockets Park, Bakersfield, CA. Post entry $8. Gates open 6:00 p.m., prac. 7, race 8. Free o/n camping. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 9$335. 213/881-5778.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C Traction classes: All mini, I-500. CANCELLED open 4:30 pm, signup 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Riders $6, 2nd bike $3, Semi-pro $3. 100% exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

D-36 SHORT TRACK
Monterey Co. Fairgrounds, Hwy. 1, Casa Verde off ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m., race 8 p.m. 408/394-8225; 899-2401.

AMA SEMI PRO HALF MILE
Tulare, California. Tulare Fairgrounds. All classes. Ex. p.b., Nov./Jr. Trophies. Prac. 4-5, Heat 6 pm, Main event 8 pm. D-35. Tulare Trackmasters, Inc., 13485 Ave. 232, Tulare, CA 93274. 209/686-2371.

AMA U.S. NATIONAL SPEEDWAY CHAMPIONSHIPS
Orange Cty. Fairgrounds, Costa Mesa, CA. 8:00 pm. 714/492-9933.

October 6-7

D-37 ELSINORE GRAND PRIX
Elsinore Raceway, Lake Elsinore, CA. All classes. Mail entry $15, post entry $25. Sat: 9:00 a.m. start for all 100cc Nov/125cc Ex, Jr, Sr, Vet Beg, Women, Srs. Sat 1:00 p.m. start for all 100cc-Open Sptsmn. Sun: 9:00 a.m. start for all 250/500/Open Nov Sr. Vet Beg; 1:00 p.m. start for all 250/500/Open Ex, Jr, Sr, Vet, sidehacks. Entries close Sept. 21, 1979. For info: 213/325-9023; 714/842-3092; 213/320-5041; 213/429-1640. Desert Vipers MC.

AFM ROAD RACE
Las Vegas, Nevada. Las Vegas Speedrome. I-15 N. of Las Vegas to Craig St. Exit Right to Las Vegas Blvd. Then left 1 mi. to track. Classes-all grand prix, production, box stock, super-street & sidecars. Entry: pre $20 first, $10 ea. additional, post $25 & $15. Riders school & prac. Sat., race Sun. Info: 4996 Argyle Dr., Buena Park, CA 90621. 714/523-3892.

October 7

BUSH EATERS D-38 FAMILY ENDURO
Plaster City, CA, near El Centro. Take Hwy. 8. All classes plus ATC. 20% trophies. Entry 1 loop (25 mi.) $10; 2 loops (50 mi.) $13. Post entries add $4. Sat. night B-B-Q. Start 8:00 a.m. For info: Bush Eaters MC, 11047 Pallon Way, San Diego, CA 92124. 714/275-1823. 286-3660.

CAL STATE 100 NATIONAL ENDURO
Anderson Dry Lake, CA, off Camprock Rd. marked from Lucerne Valley, CA. Key time 8:00 a.m. 2-loops. Mini class for kids (approx. 20 mi. loop) C, WD-B, & Minis ride first loop only. Trophies, prizes & gift certificates. Entry mail $15; post $17; 3 man add $3; $4 discount to first loop only riders. Drawing, Sept. 27, 8:00 p.m., Pizzaburger, 5932 Warner Ave., Huntington Beach, CA. Entry & 2 #10 SASE to DOUBLECROSSERS MC, 1762 Beckwall Lane Huntington Beach, CA 92649. 714/995-5239; 714/840-3409 (both after 6:00 p.m.).

DESERT SCRAMBLES 8-HR DESERT RACE
29 Roads & I-70, Grand Junction, CO. A BAD eight hours. $6000 purse. 2 riders-1 bike. No Amateur or Ex. division. Classes: 125-250-Open & Iron Man trophy for highest finishing solo rider. Money & trophies for 1st OA & 1st in each class. Money & contingencies, fin. pins for other finishers. Entry $75 per bike before Oct. 1, 1979; $100 per bike after Oct. 1. Sign up till 8 a.m. race day. Race 9 a.m.-5:00 p.m. Entry & info: Desert Scramblers MC, PO Box 411, Grand Junction, CO 81501. 303/434-6136.

AFM ROAD RACE
Sears Point International Raceway, Hwys. 37 & 121, Sonoma, CA 95476. For entry & info: 707/938-8448.

THE BADLANDS HILLCLIMB
DeAnza Cycle Park, 10 mi. E of Riverside, CA on Hwy. 60. Take theodore off ramp. Hill never been topped. Cash purse to 3 modified classes. $10 entry. Trophies to stock classes-mini classes thru 750cc Gas class-$7 entry. Silencers & kil switches req. 714/653-5840 (eves); 653-7979 (weekends).

MSMRA ONE DAY RELIABIITY TRIALS
Sleeping Child Hot Springs Resort, 5 mi. S of Hamilton, MT. 125/200/250/Open classes. $15 entry. 60 mi. course. Medals for awards. 100 bikes max. limit. Rooms, swimming, food & bar avail. at resort. Start & finish at resort. For info: Larry Hamilton, Box 412, Lolo, MT 59847. 406/273-6909.

MOTOCROSS
Boise, ID. Owyhee MC. Harrison Blvd. to Bogus Basin Rd., L on Cartwright Rd., follow signs 3 mi. Prac. 8 a.m., race 10. Info: P.O. Box 733, Boise, ID 83701. 208/376-3894; 375-5956.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, long motos & cash to Pros. 2 motos & brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac 8, race 9:30. Memb. req. 213/830-7519. Anaheim Stadium Qualifier

D-36 MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA, Hwy. 113. All classes. Pro $15 + $3 ins. fee. 100% Pro p.b. Sptsmn. $10, 2nd bike $6. Trophies. Watch for $4, kids 6-12 yrs. Sign up 7:00 a.m., prac. ‡;30, race 8:30 a.m. 916/678-3592.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn, $13 Pros. 30% trophies, cash p.b. to Pros. Gates open 7:00 a.m., prac. 8, race 3. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 488-7885.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry 19. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., sign up 8-9, prac 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

PARA/MULKEY MOTOCROSS
3 mi. W of McMinnville, OR on Hwy. 18. Gates open 7 a.m., race 10 a.m. Entry $8 Nov/Jr; $13 Pros. $3.50 gate fee. 100% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

AMA HILLCLIMB
Mineral Wells, Texas. Hill on Moline Ranch: Interstate 20 to Hwy. 113 (Millsap Ex. 394) then W. out of Millsap on Farm Rd. 3020 Approx. 3 mi. 80cc to 1000cc bikes. Mini-mini, enduro, sptsmn. & exhibition classes. Admission $3.50. Start 11 am. Sign-up 9-10:30. Also 4-wheel drive competition & dune buggys. Info: 214/339-1238 or 339-6074.

CRC POINT TO POINT H&H
Fremont Valley to Red Mountain, CA. Pre entry $20, post $25. Enduro start, 5 riders per row. Approx. 80 mi. Pit crews travel 25 mi. on paved rd. Non-mem. welcome. Proof of classification required. Pre entry mail 2 SASE TO CRC, 7601 Arlington Ave., Riverside, CA 92503. Info: 714/689-6114.

CHAPARRAL MOTOCROSS
Chaparral MX Park, Weatherford, TX. Split schedule. Nov/Minis/OT run in a.m. Ex/Int run p.m. Expert cash purse, trophies for others. Entry Nov/Int $8; Ex. $10; $2 gate fee. $4 to watch. For info: 817/284-4420; 441-9411.

D-36 RIDGE RUNNERS MX
Watsonville, Santa Cruz Cty. Fairgrounds. Hecker Pass Rd, Hwy. 152, Watsonville. Signup 6:00 a.m.-8:30, prac. 7:30, race 9. $3 gate fee. Ex. $15, Nov-Am $8 + gate fee. 100% Ex. p.b. 100cc & up. Ridge Runners MC, PO Box 121 ESC, Santa Cruz, CA 95063 408/475-3619.

October 11

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, California. Corona Raceway. 91 Fwy. at Buchanan. all classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new Mem. Open 5:30, Prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

October 12

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. See listing under Every Friday in Regularly Scheduled Events column. Tom Anderson. 415/798-5695; 634-3328.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. Cash to Pros, 30% brass to Sptsmn. Sign up 6:00 p.m., prac. 6:30, race 8:00 p.m. Entry $10/$13 Pros. CRC memb. req. 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7 p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8 p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

October 13

CRRC 6-HOUR ENDURANCE ROAD RACE
Texas World Speedway, College Station, Texas. WERA Sanctioned. 4 Production & Cafe classes. 3 trophies ea. class. $40 entry fee ea. 2-5 man team. CRRC, 3305 Roschdale, Houston, TX 77025. 512/447-1120.

D-36 SHORT TRACK
Monterey Co. Fairgrounds, Hwy. 1, Casa Verde off-ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m., race 8 p.m. 408/394-8225; 899-2401.

October 14

CMC MOTOCROSS
Elsinore Raceway, Elsinore, CA. Hwy. 71 off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. All classes, minis thur Open. Post entry only. $10/$13, $4 gate fee. CMC pts. race. 714/557-3323; 676-4718.

October 14

AMA 20th ANNUAL MILE HIGH NATIONAL ENDURO
Chippeway Park, New Mexico. Limited to 300 riders. Entry $18, 3-man teams $5 per rider extra. AMA cd. req. Closing date Sept. 15, 1979. all enduro classes. Send ck. or m.o. with 2 legal size SASE to Prairie Dawg MC, PO Box 1192, Alamorgodo, NM 88310. entry info: 505/437-3809 after 6 p.m. Course info: 505/648-2408; 437-7803 after 6 p.m.

CRRC NATIONAL SPRINT RACE
Texas World Speedway, College Station, Texas. WERA sanctioned. 14 Production, Cafe & GP classes. 6 trophies ea. class. $1C entry, $8 ea. additional class. CRRC, 3305 Roschedale, Houston, TX 77025. 512/447-1120.

D-37 DESERT MC HARE SCRAMBLES
Anderson Dry Lake, CA.Limed

from Y Cafe in Lucerne Valley, CA. Bginners & Trail Nov. go one loop. Entry $11. Start 10:00 a.m. For info: Desert MC, 5192 Princeton, Westminister, CA 92683. 213/355-6078.

CRC ENDURO
Lucerne Valley, CA. Limed from the "Y" Cafe. A,B, & C riders welcome. Pre entry $12, post $15. Non-members $2 extra. yamaha enduro series. Mini & women go 1 loop, al others 2 loops. Pre entry mail $12 & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503 CRC enduro pts. 714/689-6114.

ARRA ROAD RACE
Willow Springs, CA. N. Hwy 14 to Rosamond. Go W. 5 mi. Classes-GP Prod., Vintage, Cafe, 4 stroke GP. Entry $18 & $9 pre, $22 & $11 post. Join & race same day. Spectators welcome. Info: 3407 W. Olive, Burbank CA 91505. 213/842-7433.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4 D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

ERA/PARA MOTOCROSS
At Franklin on Territorial Rd, Cheshire, OR. Hwy. 99 N to Cheshire/Hwy. 36 cut off; L at yellow light, 6 mi, L on Territorial Rd. Track is on L. Baja cars will also run. Sign in 10:00 a.m., prac. 11, race noon. Pros $10, Am. $6. Must be PARA memb. to race any class. 100% Pro p.b. For info: Emerald Racing Assoc., 2810 Dahlia Ln., Eugene, OR 97404. 503/688-1274.

PARA/WASHOUGAL MOTOCROSS
Camas Hwy. E of Vancouver, WA to Washougal, WA. Follow signs. Gate open 7 a.m., race 10 a.m. Entry $8 Jr/Nov; $13 Pros. $3.50 gate fee. 50% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos. Cash p.b. to Pros. 30% brass to Sptsmn. Entry $10/$13 Pros. Open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. FOR INFO: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

CMC MOTOCROSS
Elsinore Raceway, Elsinore, CA. Hwy. 71 off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. All classes, minis thru Open. Post entry only. $10/$13, $4 gate fee. CMC pts. race. 714/557-3323; 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/653-5840; 653-7979; 653-4558.

ADRA 4TH ANNUAL SYCAMORE CREEK
Arizona. For Info: ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

DBCSA MOTOCROSS
Sayers MX Park, San Antonio, TX. From S.A. take US 87 S to Sayers, TX. Take Stuart Rd. S 1½ mi. Follow signs. All classes. 100% p.b. to Ex. Split program. Expert entry $10/Am $7. $3 gate fee. Mini/Nov 8:30 a.m. sign-up. Int/Ex. 12:30 p.m. sign-up. DBCSA, 8635 Standing Bear, San Antonio, TX 78242. 512/623-4945.

October 19

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $8 Sptsmn., $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd., Brentwood, CA. Gates open 6:30 a.m., sign up 7:15, race 9 a.m. All classes welcome. Entry $15 Ex., 80% p.b. Sptsmn $11, 30% brass. Spect. $4. D-36 numbers & colors a must! Tom Anderson 415/798-5695; 634-3328.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

October 19-20-21

5TH ANNUAL VENTURA CUSTOM CAR & M/C SHOW
Ventura County Fairgrounds, California. Info: R.G. Canning Productions, P.O. Box 400, Maywood, CA 90270. 213/587-5100 or 588-1934.

October 20

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $8 Sptsmn, $11 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8. AME lic. req. All classes. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Sprockets Park, Bakersfield, CA. Post entry $8. Gates open 6:00 p.m., prac. 7, race 8. Free o/n camping. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

Road Runs

September 30

SCMA BENEFIT POKER RUN
Sign in 8-10 a.m. at H-D of Santa Maria, 601 W. Main St., Santa Maria, CA or Thorps H-D, 820-824 18th St., Bakersfield, CA. Run ends at New Cuyama County Park. SCMA Area B Tour Award. Run pins, trophies, bar-b-que, games, beer, soda pop, fun! Entry $6/$4/$3. 805/925-8261; 323-0652; 937-4654.

October 1-6

AMA ASPENCADE MOTORCYCLIST CONVENTION/ GRAND TOUR
Ruidoso, New Mexico. 4-day trade & accessory show, 2 road tours, D-25 tour award. Custom '79 shaft drive Suzuki to be awarded. For info: Til Thompson, Box 970, Ruidoso, NM 88345.

October 9

ROAD RUN
Garden Grove, CA. Southland Cycles, 8141 Garden Grove Blvd. Leave 9:30 am. Central Orange county to Big Bear and back. Free entry. Everyone rides. Info: 714/893-5091 (days).

October 13

ABATE OF NEBRASKA LCC BIKE SHOW
First Annual Lincoln Correctional Center Bike Show, S.W. 33rd & West Van Doren Streets, Lincoln, NB. Attendance limited to persons bringing in a bike & a guest. Entrys to ABATE of NB, PO Box 30332, Lincoln, NB 68503, by Sept. 28. Arrival time 9-11 a.m. For info. cntact ABATE of NB at address above.

October 14

HUNTINGTON PARK ELKS BENEFIT POKER RUN
Sign in 7-9 a.m., Town & Country Honda, 6101 Atlantic Blvd., Maywood, CA. SCMA sanctioned. Adults 16 (16 & up), Jrs. $5 (11-15), Kids $4 (10-& under). Includes dinner at the Lodge, free coffee & donuts. Pins, games, trophies, raffles, etc. $100 to be given away on the run. Mail in deadline Oct. 1, 1979. H.P. ELks Roadriders MC, PO Box 2082, Huntington Park, CA 90255. 805/483-7001; 213/927-5446; 773-8304.

October 28

GAMBLERS 300 TOUR
Sign in at Big 4 Cycle, 10355 E. Alondra Blvd., Bellflower, CA. Sign in 6-9 a.m. Adults $6, Jrs. $5, kids $4. SCMA memb. 50¢ discount. For info: 714/897-3612; 213/863-0181.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

CRC PROUDLY PRESENTS

1st ANNUAL ANAHEIM STADIUM

WESTERN STATE AMATEUR CHAMPIONSHIP

MOTOCROSS

SUNDAY, NOVEMBER 18, 1979

$2100 PRO PURSE

Qualifier Series Dates
Entries Limited to 1000 Riders

DATES	LOCATION
9-30 Sun.	RACING WORLD
10-6 Sat.	SADDLEBACK
10-7 Sun.	INDIAN DUNES
10-12 Fri. Nite	INDIAN DUNES
10-14 Sun.	SADDLEBACK
10-19 Fri. Nite	CORONA
10-21 Sun.	G.P. INDIAN DUNES

In conjunction with Coca-Cola MOTOCROSS FINALS ANAHEIM STADIUM SATURDAY, NOV. 17

Tickets available at Ticketron

THIS WEEK SEPTEMBER 30th, 1979

ANAHEIM QUALIFIER

Top Riders in all classes will qualify for the Stadium Race at any or all of the qualifiers.

All class winners will receive a Massco "Ceet" Cover

RACING WORLD ESCAPE COUNTRY

60 80 100 125 250 OPEN CRC VETS

POST ENTRY ONLY
Pro Entry $15.
Sportsman Entry $10.

INFO: (213) 830-7519

CRC MEMBERSHIP REQUIRED

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*** SRA GP SCHEDULE ***
Sept. 30 Riverside
Oct. 28 Carlsbad
Nov. 25 Riverside
714-828-1358

COSMOPOLITAN MOTORS Hatboro, PA 19040 (215) 672-9100
MONTESA CYCLES
BENELLI CYCLES
MARZOCCHI-AGV
BARUFFALDI
DELLORTO
PIRELLI
ZODI
COSMO
CATALOG $1

WANT ADS

Help Wanted

Yamaha mechanic
Experience only, 40 hour week, good pay. DALE'S MODERN CYCLE, 225 E. Baseline, San Bernardino, CA 92410. (714) 884-6464. (41)

Parts help
Honda/Kawasaki motorcycle dealership looking for experienced parts counter person. Excellent benefits. Ask for Joe or Colman TRI-CITY CYCLE, 9041 Katella, Anaheim, CA. (714) 821-4710. (38)

Mechanic Har-Dav Agency
Canoga Park area. Need experience and tools. Call Sandy (213) 999-3355. (25/TFN)

Needed exp'd Kawasaki partsperson
Large LA South Bay area dealer. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (36/TFN)

Tired Of the Smog?
Experienced Suzuki mechanic wanted. Contact Wade at Santa Maria Cycle Sport. (805) 925-8997. (38)

Harley mechanic
Established H-D dealer LAX area needs stable, experienced mechanic. Benefits. Call Wally at (213) 671-0405. (38/TFN)

— Do Yourself a Favor —
LA largest Honda dealership is looking for a top notch #1 mechanic for busy orientated shop. Call Dan at (213) 272-3559 — California Honda. (41)

Parts Manager
ALLYN'S HONDA/KAWASAKI, San Fernando. Must have experience and references. Call Allyn at (213) 361-6261. (38/TFN)

Experienced Yamaha partsman
Good opportunity for qualified person, excellent working conditions: medical and dental plan. Contact LEN at T & O YAMAHA (213) 534-2311. (28/TFN)

Salesman wanted
For Suzuki franchise, good pay and benefits, in nice area. Contact Jack at OCEANSIDE SUZUKI (714) 433-5464. (36/TFN)

WAREHOUSEMAN NEEDED, packaging, shipping and receiving for distributor. Experience desirable, salary open. Work 9-5, 5 days. Call Alex at (213) 921-4328 or (714) 994-2571. (38)

Ex. Honda Service Manager
Been out of it two yrs. Wants to go back to motorcycles. Can increase service department efficiency. Has outstanding rapport with public, Proficient with hidden responsibility of full charge, profitable service dept. Married, 31, no children, responsible, can locate Southeast or Southwest. Call anytime or write, ready to go to work. Call (501) 452-9331. Jody R. Alston, 5200 South "V" St. Apt. 18, Fort Smith, Arkansas 72903. (38)

Wanted experienced reporter
To cover local motocrosses. Ask for Shirely (213) 881-5778. (39)

Suzuki mechanic
Top rate store needs experienced Suzuki mechanic. Company benefits and steady year round work. Call Mike at PASADENA SUZUKI (213) 795-4129. (38/TFN)

Motorcycle salesman
Experience not necessary, but preferred. Honda & BMW sales, excellent benefits. HONDA OF BURBANK (213) 843-0486. (38/TFN)

Service Manager
Yamaha or Harley-Davidson, experienced, good pay. DALE'S MODERN CYCLE, 225 E. Baseline, San Bernardino, CA 92410. (714) 884-6464. (41)

Call "MEN" for jobs galore
Parts, Service, Sales, Managers. Reps, Executives — Men or women USA. INFORMATION: Pete Colman (714) 557-3056. MOTORCYCLE EMPLOYMENT NATIONWIDE (MEN), 4262 Campus Drive B7, Newport Beach, CA 92660. (35/TFN)

Harley-Davidson mechanic
Must be clean cut, have engine and trans experience and references. HARLEY-DAVIDSON OF WESTMINSTER, CA. (714) 893-6274. (39)

Wanted partsperson
ORANGE COUNTY HONDA, 1630 W. Chapman, Orange, CA 92668. (714) 633-7344. Ask for Bob or Chuck. (39)

$$$Honda Service Manager$$$
One of Southern California's leading motorcycle dealers is seeking a highly qualified service manager, whose goal is perfection. Kaw experience helpful. Excellent benefits, top pay commensurates with ability. See Allen at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA. (714) 983-0695. (24/TFN)

Experienced partsperson
Please apply at BURBANK YAMAHA or call (213) 845-8738. (36/TFN)

Yamaha mechanic
Hourly + commission, vacation, medical & profit sharing. Only steady & dependable with references, who is looking for a long term position. Call or see "JACK" Ser. Mgr. at (213) 749-6235. 2531 S. Main St., Los Angeles, CA 90007. (38/TFN)

Parts
Experienced partsman. Contact BUENA PARK HONDA at (213) 521-3642. (39)

Experienced Yamaha mechanic
Now accepting applications for experienced mechanic with major Japanese motorcycles. Year round work, excellent benefits, weekends off. Salary DOQ. Send resume or call Harold at TACOMA YAMAHA, 3032 River Road, Tacoma, WA 98443. (206) 922-7033. (41)

Suzuki mechanic
Desire experienced technician for expanding dealership. Must have tools, salary + commission. Pleasant location. Contact John at PACIFIC SUZUKI, 1269 Garnett, San Dieg, CA 92109. (714) 272-6767. (39)

Parts Manager
BARGER HARLEY-DAVIDSON, Canoga Park. Must have experience and references. Call Loretta at (213) 999-3355. (30/TFN)

Mechanic & salesman wanted
Growing Suzuki and Yamaha dealer. Both must have experience. Commission + benefits. Call Rod at SIMI VALLEY CYCLES (805) 522-3434. (41)

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Experience Yamaha, BMW service manager and mechanic wanted. Must have credentials, salary open. Nice area, close to beach. Be a part of a great team. Christian owners. (714) 722-3334. (41)

For sales opportunity
See ad under AMERICAN MOTORCYCLE SCHOOL in Business Opportunity section. (38/TFN)

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Suzuki Motorcycle Dealership
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For sale, 247 acres
Spillway Park, Santa Maria, CA adjacent to 101 freeway. Off road races, motocross, sand drags and recreational area. Call June at Billie Everett Realty, (805) 922-1706. (EOI/36/38)

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Start an exciting career as a:

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If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional . . .

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36TFN)

Attention: Motorcycle enthusiasts with sales experience
The tremendous growth of American Motorcycle Schools necessitates the addition of (2) qualified

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Take advantage of our early Minnesota fall weather and "our giveaway market prices." Over 2000 used motorcycles to pick from. Fly in, pick your inventory and arrange delivery. All brands and sizes, any condition you want to buy. From "ready to sell" to crashers. 1500 bikes to pick parts from. For more information call (612) 492-2715 or write SPORT WHEELS, Rt. 2 Box 4, Jordan, Minnesota 55352. (40)

'79 RM125N Suzuki
Like new, original bore, girl ridden only. $895.00. (714) 968-3493. (39)

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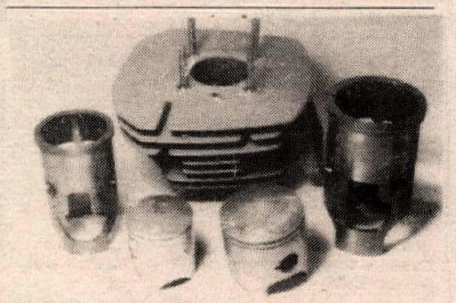
'79 Yamaha 250YZF
Excellent condition, White Bros. shocks front and rear. $1300.00. (714) 494-6803. (38)

'74 Bultaco 125 Pursang
Good condition, very low miles, extras, $350. Cory (714) 543-4071. (38)

YARD SALE Oct. 7. Motorcycles, gear, parts, house stuff. 10721 Mansel Ave., Lennox, CA. (213) 674-4480. (38)

1978 HUSQVARNA 390 CR. Very clean, must see to appreciate. Not ridden since last December. Getting married. Must sell, $1250. Call after 7:00 p.m. (213) 866-3511. (40)

'77 E250 Ford Van
Dual gas tanks, trailer hitch, radial tires, runs great. $5800.00 or best offer. Ask for Bruce (805) 684-1290. (38)



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CR125R, CR250R, & others. Dyno tests show our alloy steel liners give more horsepower and longer life at a fraction of the cost. Rebores up to .080". $95 complete (pistons not included), Pro porting $50 extra. Remove all studs & pins, send no money, we return it COD. Allow 3-5 days. KUSTOM KRAFT CYCLE, 886 Bluffcity Blvd., Elgin, IL 60120. (312) 697-4343. (34/EOI/TFN)

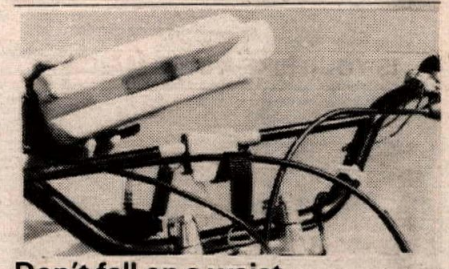
Smuggler
1974, 20 ft., good condition. 1976 400IT, set up for enduro, $600.00. (714) 595-8390. (39)

1979 Husqvarna 390 OR
Band new, less than 10 hrs., never raced. Must sell, $1700.00 or B.O. After 6 p.m. (209) 462-0425. (38)

'79 Maico Magnum
Never raced, large tank, extras. Will deliver, $1200.00, offer. (505) 897-2823. (38)

Wanted
S-3 turbo fairing. Call Greg, 8:00-5:00 (209) 693-4647. (38)

DMG MAICOS ARE RACE READY



Don't fall on a waist carried canteen. Ouch!

Enduro-Jug the hot set-up
Carry 1 qt. of water, Gatorade, wine, or gas & oil. WILL NOT VIBRATE OR ROTATE. Straddles a special bracket mounting on your crossbrace. Used for all types of desert & off road riding. Colors: Blue, yellow & red AT YOUR LOCAL DEALERS. If they don't stock them yet — send $11.99 to TUMBLEWEED ENTERPRISES, P.O. Box 3607, Torrance, CA 90510. (213) 373-7044. (28/TFN/EOI)

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Good condition, trade for XR75 Honda. (213) 428-1692. (38)

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White Bros. Susp. with Pro res. and Sun rims, Suz has Luff susp. and aluminum silencer. Both xlnt $775. ea. (714) 997-3045. (38)

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Needs racing partner to live with me. Call (805) 685-1836. Santa Barbara CA. (38)

76 HUSKY 250, 78 Husky 390 M/C Racers good condition $1000. takes all. 246 Mira Mar (off Broadway) Long Beach. After 6 weekday any time weekend will sell separate. (38)

America's First Superbike!
All about the fabulous 1915 Cyclone 1000cc Vee Twin. O.H.C. — hemi-heads — swingarm frame — 100 mph. Quality reprint original brochure. Many illustrations. Only $5, post paid. (914) 651-4852. (38)

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70¢ each. No backing - won't wrinkle on curve Catalog $2. Send to: IKAN DIST., 10089 85th Way N Seminole, FL 33543. (813)392-6893. (39)

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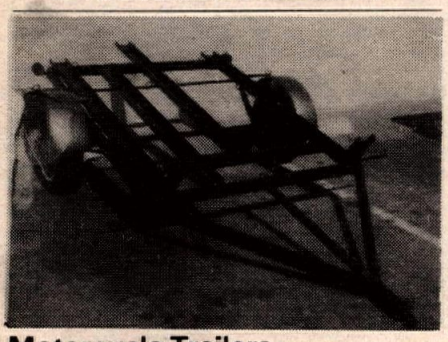
Engine completely rebuilt by Premier racing ready $700. Comet 3 rail trailer $150 Call (213) 588-2251 da till 4:00 p.m. Eves (213) 649-3282. Ask for Moos. (38)

Rickman, CZ
Rickman/Zundapp 125 ISDT replica, street license Like new 1400 miles. Girls bike $495. '70 CZ Motocro 250 Forward shocks, fork kit, Mikuni, low mileag excellent condition, 74 $325. Stockton, CA (209) 46 8305. (38)

WANT ADS

IS YOUR BIKE A DMG MAICO ?



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2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 862-9634 or (213) 861-7721. (38/TFN)

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2 250CR's, 2 390CR's, 2 390OR's in stock. 1980 125CR, 390 Automatic in stock and available. KERN SPORT CYCLE, 307 19th Street, Bakersfield, CA 93301. (805) 324-6266. (38)

New '77 CZ RV400 & RV250 MX
Custom built by Canadian importer, S&W laydown shocks, high pipe, Preston Petty fenders, Reed valve, custom polished aluminum tank, & adjustable front forks. Competitive MX bike or the ultimate play bike. 400s are $1,095; 250s are $995. In the crate or set up. We ship anywhere. WILLIAMSON SPORT MOTORS, RD 1, Mill Hall, PA 17751. (717) 726-3343 or (717) 726-4921. (38)

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Brake drum truing, brake shoe relined. Special MX braking components. Moto-Cross Brake Service 12781 Western Ave. Unit C Garden Grove, CA 92641. (714)898-9152. (40)

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250cc Can-Am Exlnt cond. Marzzoke forks, works perf. shocks, Trick swingarm, Gunnar gasser, Must see. (213) 341-0448. (38)

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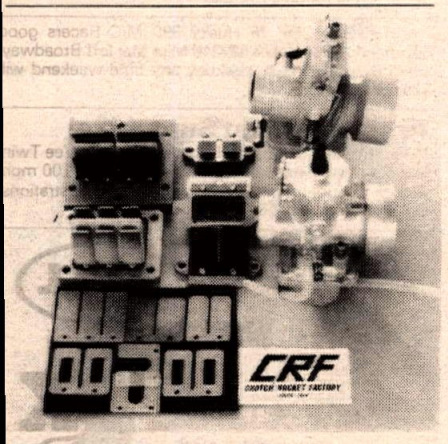
'73 engine, $2500.00 or complete bike, $4000.00. Also '75 XR750 engine or complete bike, best offer, tons of spares, wheels, engine parts, gearing, etc. Call before 2 p.m. (213) 281-5471. (38)



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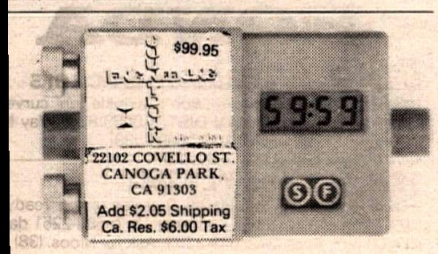
'78, 125 Maico
125 Maico engine complete with carb, Hi-pipe, Mototec coil, never raced, low miles. $250. Steve — (213) 676-0305. (38)



(213) 348-8381. (35/TFN)

CZ
Parts, accessories and service. JB CYCLERY, 2332 Fruitdale Ave., San Jose, CA 95128. (408) 286-2891. (TFN)

'76 Yamaha YZ400 Mono
Desert goodies, Metzelers, etc., xlnt., $475 firm. ABC road racing leathers, red, white and blue, for 6'-180 lbs. Good cond., $125. (714) 494-6155. (39)

Brake rotors drilled
Two patterns available. Next day service. (213) 280-4003. (40)

'78 Bultaco 250 Pursang
Fox Air Shox, 38mm forks, trick engine. Too many extras to list. Can be seen at Bay Area Bultaco or call... (213) 670-8075. (39)

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Also '77 and '78, 250cc KTMs. Extras. Ask for Mike (213) 339-9176. (38)

Rare TL250 Honda Trials
Original equipt, nothing butchered. Ridden very little, almost ready for second major service. Great for beginning trials or just trail riding. $550. (805) 526-0168 after 7 p.m. (38)

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Freedom and justice for all; who can pay for it!!
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'77 Bultaco Sherpa T 350
Like new condition, $895. (213) 645-4355. (38)

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PREPARING THE CR AND XR HONDA FOR COMPETITION
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It's hot! Moto-X Fox Honda Book
The new Moto-X Fox Guide To PREPARING THE CR AND XR HONDA FOR COMPETITION now available. Race preparation information and an inside look at Team Honda with Jim Gianatsis. Honda book, as well as Suzuki tuning book available at $5.95 each plus $1.00 shipping from MOTO-X FOX, 520 McGlincy Lane, Campbell, CA 95008. (44)

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Excellent condition, low miles. $995.00 or best offer. (714) 222-4583. (38)

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Rebuilt from ground up, new everything, very fast & clean, full fairing, etc. Race ready. $1000.00. (213) 798-8538. (38)

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Custom built cone roller, plus complete stock of parts; U-Bends (1" to 2¼"), brackets, silencers, spark arrestors, sheet steel, heat shields, etc. Sell or trade for bike. (714) 838-2902. (41)

D-37 Desert Racing Club
Family and singles invited, PRAIRIE DOGS MC. Come meet us!! At Shakey's Pizza every 1st & 3rd Wednesday at 8:00 p.m. Shakey's Pizza, Tustin at Katella in Orange. For info call: (714) 735-1339 or (714) 645-1929. (39)

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Sachs — DKW parts
Large selection '68, '74 models, 80, 100, & 125cc. 5 & 6 speed, also parts book and repair manual. HERCULES DISTRIBUTING LTD., 9825 Mason Ave., Chatsworth, CA 91311. (213) 882-8272. (29/TFN)

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Keep the edge on competition with a pair of stiff new KYB minibike rear shocks. They greatly improve handling—give you the same kind of total control the pros rely on.

How? It's a super efficient, long stroke oil/gas shock with remote reservoir. Two rebound dampening and three spring pre-load settings allow you to match the suspension to the rider and to the course.

Models are now available for Suzuki RM80, Honda XR75 and XR80 plus Kawasaki KX80.

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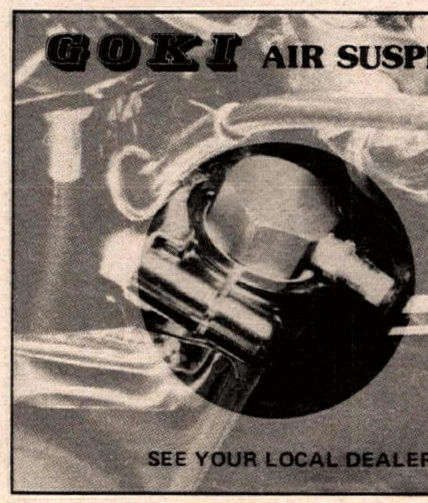
GOKI AIR SUSPENSION FOR STREET BIKES



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1974 Smuggler 18 ft.
Immaculate condition, has extra water tank, gas racks, and front security box. Private party. Make offer. (714) 525-9109. (38)

Can-Am parts
Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. Fox Trail Motors, Algonquin, IL 60102. (312) 658-5284. (50-1979)

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Box stock Maico, rarely ridden, less than 10 gallons of gas, absolutely perfect, $1895.00 or offer. Call (714) 840-4037 eves or early morn. (38)

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Street legal, extra parts. Asking $300.00 each. (213) 542-5101. (38)

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440 Magnum II completely stock, absolutely perfect, very little time on bike, $1895 OBO. (714) 840-4037 early a.m. or eves. (39)

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Honda, 1975, 50cc, stock, original equipment, perfect for young beginners, extras, $275.00 firm. (714) 970-0065. (38)

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KTM '79, 420
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Less than 200 miles on it. Wife's bike. $995.00. (714) 968-3493. (39)

Shell 650 Yamaha
Exc. cond., all fresh, $1500. Many extras, tires, etc. Fast and reliable. After 5 p.m. (805) 393-6975. (38)

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Drilled — thinned — polished — as you like 'em. $20 & up. Call mornings STARBIKER (213) 823-8528. (39)

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Only 397 miles, good condition, $650.00 or best offer. (213) 998-6843 after 3:00. (38)

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Rocketship, Fox shocks, air forks, Metzelers, Whirlpull, K&N, Maguras, beautiful shape, proven winner, $1100.00. (213) 367-1401 eves. or (213) 631-9652. (38)

YAM. 21" front wheel, tire, tube, $15.00 & 1 300x19 knobby, $5.00 & 1 300x17 Univ., $10.00. (213) 768-1058. (38)

3 latest Husqvarna 250CR's
Used, starting at $1200.00. Shop support available. ALBA RACING (714) 436-9771. (39)

WANTED — Hi-Point boots, size 9½, J.T. shoulder pads, J.T. chest protector. J.T. pants "Suzuki", 30 waist. All must be in perfect cond. for rider 5'8", 145 lbs. Also 16.5" Fox Air shocks. Call (213) 443-6737, 5:30-7:00 p.m. (38)

CZ Specialist
Parts and accessories, new and used. Fast UPS. SUZUKI OF POMONA, 1090 E. Holt, Pomona, CA 91767. (714) 623-4431. (38)

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Matching fairing & luggage box, case guard & highway pegs, 1900 miles, immaculate — beat the gas prices, 45 M.P.G. $1400.00. (213) 353-1759. (38)

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GARNER & GRANT PALENSKE RIDE DMG MAICOS

Jawa Speedway
2 va., 2 spd., motor has low hrs., never raced, excellent condition, extra tires, rings, and skid show sprockets. Asking $1000.00 or best offer. Days (213) 698-0544 after 7 p.m. (213) 964-8364. (38)

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Xlnt. cond., never raced, clean, very fast, $675.00/best offer. (213) 339-5090. (38)

Will pay cash
For used Montesa or Bultaco trials bike, 250 or larger. S.F. or Sacto area. (707) 252-7599. (38)

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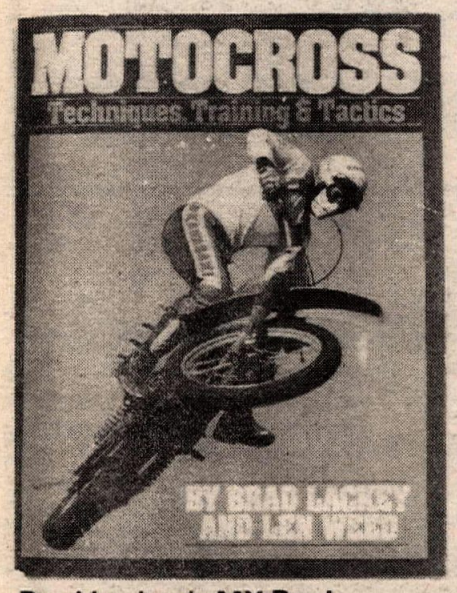

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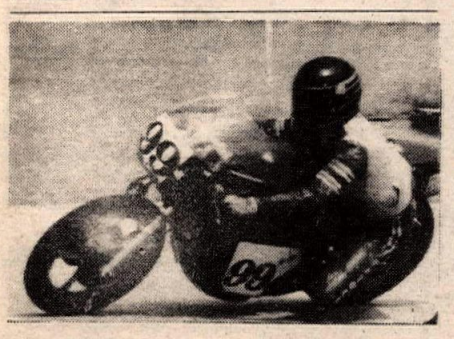

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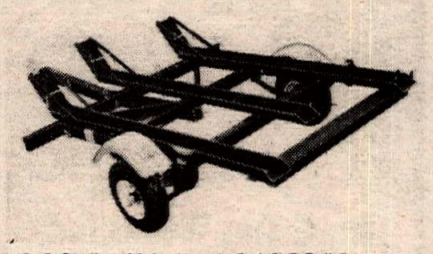

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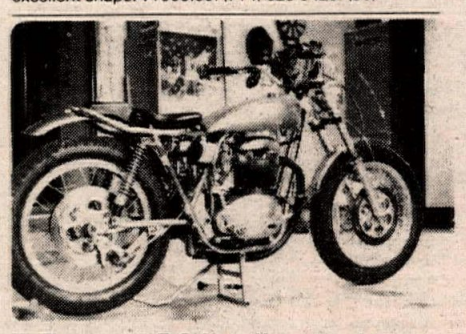

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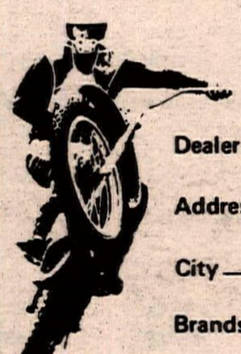

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Championship MX Series in 1980. Hurricane wants to win a Number One plate in all three displacement classes; he already has 125 and 250cc titles to his credit.

Rio Bravo Motorcycle Park will host a professional Central Regional points race on Saturday, Oct. 27. It's the last chance for riders seeking entrance to next year's professional events. For further information, contact Jerry Surber, 233 Palm Aire Drive, Friendswood, TX 77546, 713/482-7593.

Honeymoon time: Steve Eklund and Skip Aksland, who are each getting married on Oct. 13, will also be spending their honeymoons on the same islands in Hawaii. The pair say it was pure coincidence on their choices.

Terry Poovey, who celebrated his 21st birthday by winning the Winston Pro Series Pro Series Meadow Lands Half Mile National Sept. 16, will give up the single life Oct. 20.

Steve Eklund isn't the only Grand National Champion from San Jose. Joe Leonard, the 1954, '56, and '57 champ also hails from that city. Leonard's son wished Eklund luck before the races began.

Assorted Six Days stats: 392 riders from 19 countries started. Two hundred sixty-nine finished, with 152 still on Gold. Lessee now, if handy-dandy 'lil pocket calculator is correct, that's a 68.6% finisher rate, with a Gold level of 38.7%.

Reg Pridmore phoned the other day and asked us to relay his thanks to people for "their thoughtful cards and phone calls." Reg has been at home now for over two weeks, though he's still in an orthopedic bed and forced to use a wheelchair to get around. Cards and letters are still in order, we're sure, and you can write Reg care of his shop, Reg Pridmore Motorcycles, 5718 Hollister, Goleta, CA 93017.

SCORE has announced their final, complete results for motorcycle classes in the Aug. 26 Off-Road World Championship race at Riverside Raceway. The class winners were as announced previously, but some of the mid-pack positions have been changed. The top five in each class: 125cc: Rick Stout, Steve Wiseman, Scott Coutts, Scott Atchison and Randy Coulter; 250cc: Lenny Giger, Charles Welk, Marty Miller, Jim Jack and Darrell Hutchins; Open: Kevin Davis, David Gerig, Scot Harden, Craig Adams and Bruce Ogilvie; Over 30: Charles Conway, Ron Bishop, D.A. Davidson, Dennis DeCamp and Luis Farell; Over 38: David Miller, Kenneth Thorall, Cecil Hollenbeck, Red Sanders and Hoyt Statham.

In our coverage of the Aug. 19 AFM Ontario road race, we listed incorrect results for the sidecar class. They should have had Alan Spears/Eve Daniel finishing in second place. Sorry, folks.

Kenny Roberts will be back on a Shell Racing 750cc Yamaha for the first time since 1974, but it ain't happening in the U.S. King Kenny, accompanied by Shell Thuet, will be in England for a Sept. 30 exhibition half mile run in conjunction with a speedway event. The whole venture was set up by those loveable limeys, Gavin Trippe and Bruce Cox. ●

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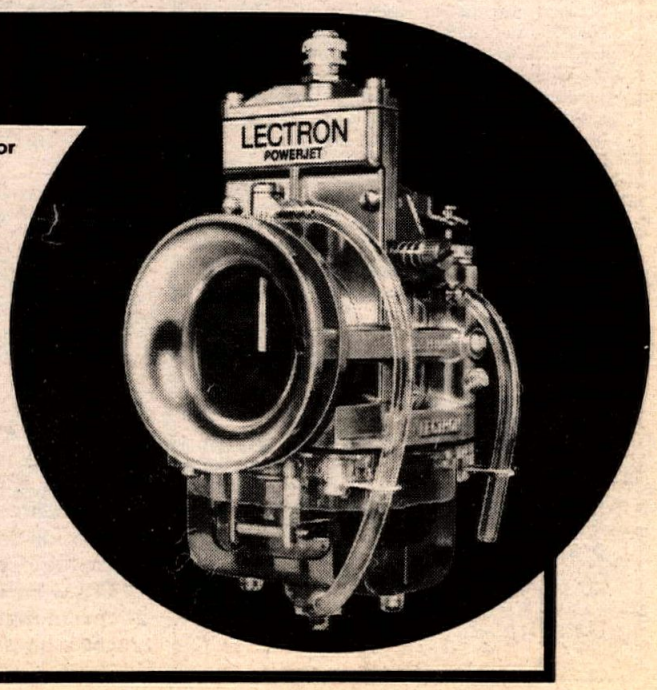

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ON THE FRONT PAGE: Steve Eklund celebrates his AMA/Winston Pro title victory at San Jose; Larry Roeseler (431) prepares to lap a West German teamster at the ISDT. Photos by Charles Morey and Dale Brown.

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VOICES

Or a swarm of locusts...

I'm a little disappointed in the Sept. 4 Stump Jumpers M.C. District 37 hare and hound event.

Out of all the obstacles they sent us over in the late summer heat, they neglected to include an active volcano.

KEN BUNTING
Camarillo, CA

AMA to blame for loss of weekly racing

Read the article in *Cycle News* on the discussion held by Mert Lawilll, Dick O'Brien, et al., with much interest.

I too regret the loss of weekly dirt track racing on short tracks and the indoor races we took such pride in presenting.

The basic blame — lay it at the feet of AMA.

And then at all the riders, owners who went along with AMA without a murmer of protest.

Think back a few years when we ran the cycles at the San Jose Fairgrounds half mile four or five times a year, at Capitol Speedway in Sacramento, at the Cow Palace, at the San Jose and Santa Rosa indoors, and today . . . nothing.

At that time I wrote letter after letter to one and all predicting failure unless AMA allowed us to change the format and purse structure, to follow some of the ideas we use in auto racing, and it all fell upon closed ears.

When I tried a simple change of program at the Cow Palace one night, as I could see what was happening Mert Lawwill had to intervene between myself and Kenny Roberts and others as they were refusing to ride.

Now it has all come home to roost and what good does it do for me to say I told you so? We all lost.

AMA knows nothing about promoting motorcycle races, period. Even Lin Kuchler has never ventured or lost a dollar of his own money in a promotion so how can he, among the others, understand what it takes?

True, on this side of the fence not all promoters are good or honest, or sincere, but leeway must be given us so we feel free to properly promote motorcycle racing if AMA wants us to get back in the short track business.

BOB BARKHIMER
Scotts Valley, CA

Do nothing now, do nothing Thanksgiving weekend

What are *your* plans for Thanksgiving weekend, 1979? Are you going to be sitting home, bemoaning the fact that there is no legal ride in the desert? Well, if you just sit there and do nothing, that's exactly what you're going to be doing Saturday, Nov. 24, 1979.

So you better get busy. The Duck can't help you now — it's up to you!

Get a pencil, paper, envelope and stamp, and write a letter. The BLM has agreed in the stipulations with the Duck (umhummm) to "solicit" public participation in the development of a baseline monitoring program, so you the public had better participate. Don't leave this up to someone else!

One word of wisdom — be sure to send a copy of that letter to Bob Hayes, or at least to someone of some official capacity, so in case the one to the BLM gets lost(?), there will be a copy and on record.

I'm not saying they stack the cards — but "they" do always come out with the answers "they" want, don't "they?" (Lack of input?)

My grandchildren are looking forward to seeing the desert on Thanksgiving weekend, and far be it from me to disappoint the darlings!

So, please everyone, stay within the confines of the law — let me break it for heaven's sake! "They" didn't get Bud McKey, so now "they" want someone else. Listen Mr. Hillier, if you can find me, you can have me.

Quack! Quack! Lord love a Duck!

GRANDMA DUCKBACKER

Duck accounting requested

At the last meeting of the Sodbusters M.C. the question of financial support for the PDOD was raised.

All of the members in attendance fully supported the Duck's efforts. Our club made a donation in the past for his defense fund. Individuals in our club have also made contributions to his cause.

Our club is considering additional financial support for the Duck but some of our members feel that certain questions should be answered first.

What were the Duck's expenses, legal or otherwise?
How much did his defense cost in legal fees?
Are any further expenses or legal fees anticipated and if so, approximately how much?
How much has been collected, through all sources, for the Duck's cause?
Did the promoter of the Supercross event at the Coliseum contribute and, if so, how much?
How much "reimbursement" is Mr. Smith demanding?
What funds are presently on hand to assist the Duck?

We believe these are legitimate questions that should be answered for the Duck's supporters, past and future.

We admire the Duck's courage, fortitude and leadership. We do not want him to bear a financial burden when he championed the cause of all desert riders.

Give us some facts on his situation! What was raised? What was spent? What's on hand? What's needed?

Vice President,
Sod Busters M.C.

A tribute to Al Fox

On Saturday, Sept. 9, 1979, Al Fox passed away in Welling, England, a victim of cancer. He was well known as a trials, enduro, and desert rider in District 37. He made the cover of *"Cycle News"* in 1961 for his outstanding ride on a four-stroke Honda twin in a local trials event. Al's riding career began in England and he became a Matchless factory rider as a result of winning all three classes, 250cc, 350cc, and 500cc, on a muddy scrambles track. Al also rode international events after getting his factory ride and thus met Bud Ekins.

In the late fifties Bud sponsored Al and gave him a job in his Sherman Oaks shop. Shortly after Al arrived he joined the Sunland Shamrocks Motorcycle Club. At that time Bill Robertson, Jr. was an active member and Bill and Al became friends. Al later went to work as Service Manager at Robertson's Burbank shop, a position he held for several years. Al was always helping newcomers to the sport and started J.N. Roberts in desert racing on a much altered Honda 350cc Scrambler.

Al opened his own shop in the late sixties on Victory Blvd. in Burbank. Al sold AJS, DKW, Maico, and Sachs and provided sales and service to many loyal customers, some of whom had kept track of him from his days at Ekins' shop. Just about a year ago Al learned that he had cancer. Reluctantly he closed his shop and moved back to England. He never lost his desire to follow the sport and recently wrote me about how exciting it was to attend the 500cc GP in England and see Graham Noyce win the championship.

Al was more than just a good friend and fellow motorcycle rider. He actually helped our sport grow and will be very much missed and remembered by his friends.

PAT OWENS
Los Angeles, CA

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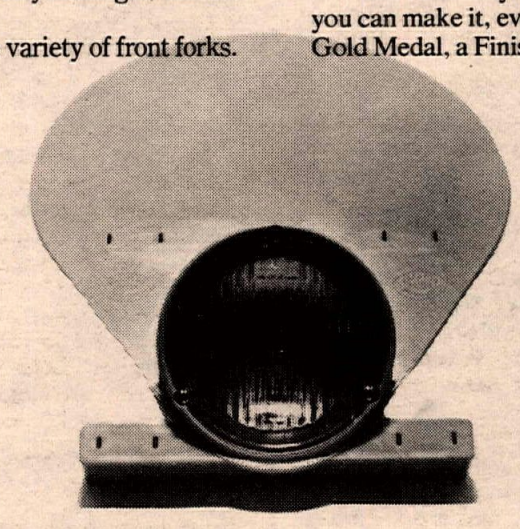

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54th International Six Days Trial

Italians dominate, Roeseler leads American effort

By Dale Brown

LAGER STEGSKOPF, WEST GERMANY, SEPT. 10-15

Italian riders led the way at the 54th running of the International Six Days Trial, winning the World Trophy team competition and six of the 10 displacement classes. Czechoslovakia won the Silver Vase, with U.S. teams placing sixth in both Trophy and Vase standings.

Of the 40 Americans who started, 33 finished. Nineteen of them took Gold medals, with 10 Silver and four Bronze medals going to the remainder. The number of Golds taken by Americans was down from the 27 earned in last year's IDST in Sweden, due primarily to a rule change which awards the honor to riders finishing within 10% of the leader's score instead of the 15% of previous years. Also, the West German event was rated by riders as being tougher than Sweden.

California's Larry Roeseler, riding a 390cc Husky as a member of the Husqvarna/KTM-backed World Trophy team, led all American scorers on his way to a sixth overall placing in the 500cc class. Roeseler topped the class on the final day's special test to move from seventh to sixth.

KTM-mounted Trophy team member Ted Leimbach topped the Americans competing in the 250cc ranks, finishing ninth in class. ISDT rookie Darryl Kuenzer put his KTM into ninth place to lead the Yanks riding in the 175cc ranks. Greg Davis, riding a Husqvarna, was top American in the 125cc class at 14th; while the sole U.S. 350cc class rider, KTM-mounted Kevin Lavoie, finished 18th in class.

The Husqvarna half of the U.S. World Trophy team, Roeseler, Dick Burleson and Jack Penton, were the highest U.S. manufacturers team, placing 10th in the standings. A West German team of 100 and 175cc Zundapps took top honors.

In club team standings, the Perry Mountain M.C. trio of Mike Melton, Dwight Rudder and Ray Cosgrove wound up ninth. An Italian team finished way out front in the final standings.

The U.S. World Trophy team's chance for a high placing suffered a setback before the trial even started. KTM's Frank Gallo, top American in Sweden a year ago, withdrew before the start due to tendonitis in his right wrist. "He rode some hard practice, and did some three and a half minute tire changes, but his wrist just hurt too much," said American KTM team manager Bob Hill. Jeff Hill replaced Gallo on the World Trophy team and rode to a Gold, while Frank worked hard in the pits, helping where ever he could, getting tools, inflating tires and making himself thoroughly useful.

The event, put on by the Motorsports Club Frier-Grunde, was centered on the West Germany military training area of Lager Stegskopt in the Siegerland area, which was the site of the parc ferme and the first five days' special tests. Many U.S. riders gave this Six Days high marks for organization.

Support for the American riders was excellent. John Greenrose, the American team manager, worked hard coordinating people to man gas stops, time checks and just keeping things running smoothly. The American effort was aided by several American servicemen stationed in Europe, who were brought together by Chuck Niedzialkowski, who works for the Department of Defense in Germany.

Day one

The end of the first day, an easy run on the slower "B" schedule, found the West Germans leading the World Trophy standings by 12 points over the Italians. East Germany, Czechoslovakia, Belgium and the United States followed. Silver Vase standings also found the host country's team leading, this time with Czechoslovakia in second, and the Suzuki-mounted U.S. team in sixth.

The Czechoslovakian Trophy team, favored going into the Six Days, lost two of its original members, Jiri Stodulka and Jiri Posik, due to injuries incurred in a Czechoslovakian National Championship event two weeks before the start of the ISDT. They were replaced by Vase team members Miroslav Pokorny and Josef Cisar.

All 40 of the U.S. team finished the day, 25 on Gold. But ISDT veteran Dane Leimbach, riding a 125cc SWM, had smashed his foot hard on a rock in the second special test. He finished the day still on Gold, but X-rays confirmed that the foot was broken, and he did not start day two.

Two Suzuki riders got knicked for a 50-point penalty on the start: Silver Vase team member Jeff Fredette did not get his bike going within the 60-second limit, and Don Cichocki started his machine a few seconds too early. The points acquired put both on Silver, though their special test scores were in the Gold medal range.

Roeseler fell in the first special test and came up with a mediocre score, but gassed it up on the second tour of the circuit. His second special test time was seventh fastest in his class, and he closed out the day ranked 13th. But he wasn't the fastest of the Americans yet. World Trophy teammate Jack Penton turned in a strong performance to put himself in 10th in the 250cc class with a score nine seconds faster than Roeseler's. Drew Smith, leading Suzuki's Silver Vase effort, was just seven seconds off Penton's pace.

While most competitors had a relatively easy day of it, Maico-mounted rookie John Ayers was having a hard time. Out on the second loop he lost a footpeg, then a rear tire went flat. He changed the tube at a time check and got the tire more or less back on, pushed it through the check on time, and then finished the job. He lost about seven minutes getting everything back together and the tire filled with air, but made that up before the next check.

Bob Pearce, riding the sole 125cc Kawasaki in the field, was struggling with carburetion problems. The bike was running too lean and nothing seemed to cure the problem. Though Bob didn't lose any route points, he was down to Silver status.

Michigan's Darryl Kuenzer had come to the Six Days with the intent of putting it to some of the established European stars. He got a good start on that, leading the Americans in the 175cc class from his 16th in the rankings. Mike Rosso was just nine seconds behind Kuenzer.

Greg Davis turned in special test times less than one second apart from each other and came up 11th in the 125cc point standings to lead the Americans running in that class.

"That's one less day they can throw a tough one at us," grinned Silver Vase team member Dave Hulse at the end of the day. Though Hulse was running on Silver, it wasn't by much — less than a second!

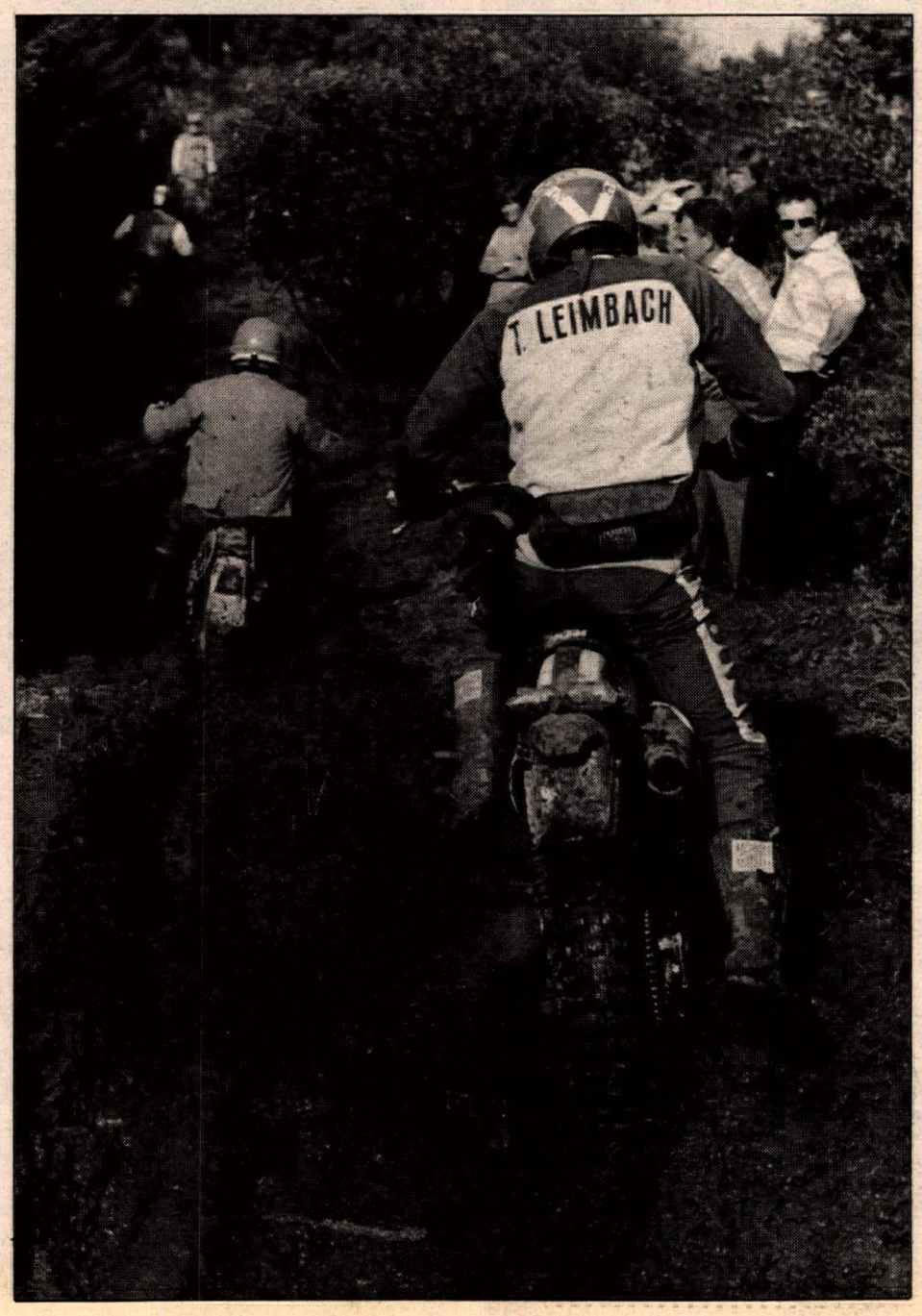
Day two

Trophy standings remained the same at the end of the second day, with the West Germans leading the Italians by about 15 points. The course was the same as Monday's, with only the special test differing. The course was roughly 115 kilometers in length — about 70 miles — and run twice. The special test — a two and a half mile grass track — was also run twice a day, with an acceleration test at the start of each day's second loop.

Our Silver Vase team dropped from sixth to eighth, with the West Germans still leading Czechoslovakia. The drop was due to loss of 300 route points by Dave Hulse.

Hulse ran into a boatload of misfortune on Tuesday. First, during the special test, he hit a rock and got out of shape. Though he didn't crash, when he landed he wrenched his back severely. "I've had a bad back since I was 18, but it was a freak thing. I could have done it with a good back," said Dave later. The American team physician, Dr. Richard Meyer, treated Hulse later with medication and a

Trophy team members Larry Roeseler (opp. page) and Ted Leimbach (below) tackle muddy sections. They were the fastest two Americans.



Dick Burleson (above) and Jack Penton (below), both members of the Trophy team, earned Gold; the sixth such medal for both.

The rest of the U.S. Trophy team, Kevin Lavoie (above) and Jeff Hill (below), finished the event on Gold status.

battery-powered nerve stimulator, which he wore while he rode. "It got better as the week went along," said Dave after the event was over.

Hulse's back may have gotten better as the week went by, but his luck certainly didn't improve as Tuesday went along. Still on the first loop, he ran into mechanical troubles, losing two minutes at one check, and three minutes at another before he got things straightened out. That put Dave into the Silver medal ranks, and from there he figured it was better for him and the Vase team to ride to maintain that status, rather than berserking it trying to make up time and ending up with a DNF.

The Trophy team was not without its gremlins. Jack Penton ran out of gas and ended up a minute late at one check. And Jeff Hill really had some problems. Going through a deep water crossing on the first loop, another rider changed lines in front of him and took out his front wheel. His bike ended up inhaling a large amount of water, and by the time he had gotten it upside down, drained out the water through the spark plug hole, wrung out the air fitler and drained the carb's float bowl, he was 13 minutes late at the next check. However, the organizers rerouted the course around this particular water crossing on the second loop, so the jury ended up throwing out the first loop check. Hill got his 13 minutes back, but while he was running late he hit another check five seconds late. Since he didn't have his two minute grace period because he was late, Jeff ended up with a 60-point penalty, which dropped him to Silver.

Pearce, still riding with an ailing machine, dropped to Bronze when he picked up 300 route points (60 points per minute early or late).

Don Cichocki, riding for the Suzuki manufacturers team, also dropped from Silver to Bronze, when a mental error was compounded by bike problems. On the first loop, he went into a check five minutes early! "I've ridden four Six Days, and I don't know how many qualifiers, and that's the first time I've *ever* done anything like that!" he exclaimed later. Rear wheel problems later in the day cost him even more time. Resigned to Bronze, Cichocki's strategy through the remainder of the event was to stay within his hour and finish, taking as much time as he needed to make sure his machine was ready to go.

Larry Roeseler turned in a pair of special test rides in the top 10 of his class to move from 13th to 10th, and also took over the top American slot, 11 seconds ahead of Ted Leimbach, who had elevated himself to 12th in the 250cc class.

Kuenzer still led the Americans in the 175cc class, moving from 16th to 14th with Suzuki's Rosso and Yamaha's Ron Ribolzi also securely in the top 20. In the 125cc class, Greg Davis moved up to ninth, the only American there still on Gold.

Day three

Any thoughts that the West Germans were going to host a piece-of-cake ISDT disappeared on Wednesday. The course was longer — the schedule

Drew Smith, here leading Mike Melton, was top Silver Vase team scorer.

The rest of the Suzuki-backed Silver Vase team was comprised of Mike Rosso (above), Dave Hulse (below) and Jeff Fredette (bottom).

called for a start to finish time of over nine hours — and it was tough. Flat tires cost a number of U.S. riders points when they couldn't make up time lost in tight sections.

Initial results showed that the U.S. World Trophy team was up to fifth. Italy and Belgium had each lost a rider; Sweden had overtaken the American team. But wait, the Italians weren't through yet.

Franco Gualdi, riding a 250cc SWM on the Italian Trophy team, had been excluded on the initial results because he had been observed having an assistant fill a tire with a hand pump at one of the timechecks. The jury, meeting Wednesday night, decided that this was not a violation of the rules, and Gualdi was reinstated. This put the Italians into the lead after West German trophy team members Heino Buse incurred a 50-point late start penalty and Erwin Schmider fell somewhat off the pace he was setting earlier.

The U.S. Trophy team suffered a loss of points when Dick Burleson broke a front brake backing plate and then got a rear flat in a tight section. He made it to the next check on the minute past his grace, but the clock went on to another minute before his card was punched, costing him 120 points.

The U.S. Silver Vase team moved from eighth to seventh, but only because Finland lost a rider. Mike Rosso, having a solid Gold ride going into the day, also had a flat tire and it cost him four minutes, putting him on Silver.

John Ayers was another flat tire victim, losing three minutes and dropping to Silver.

Wednesday was also a bad day for Husky-mounted Bob Popiel. Ten miles from the noon gas stop, he hit a rock while going through a tough mud section. The rock broke the left sidecover and drained the transmission oil. Bob had to ride 10 miles in first gear, and lost a few minutes. He replaced the sidecover at the gas stop, and headed out on the second loop. But a quarter of the way through the special test, the rear tire came up flat. By the time he could change it, the tube had been severely stretched and it prevented him from pushing the bead of the tire down into the center of the rim to get it off. The 10 minutes he lost struggling with the tire, plus the time he'd lost earlier in the day, put him on Bronze.

In the club team competition, the Mt. Baker M.C. squad of Darryl Kuenzer, Hans Raidel (KTM) and Greg Davis were an impressive fifth at the end of the third day.

At the riders' hotel in Fruedenberg, a half hour from the parc ferme, a tired Greg Davis summed it up: "They kicked our butts today."

Day four

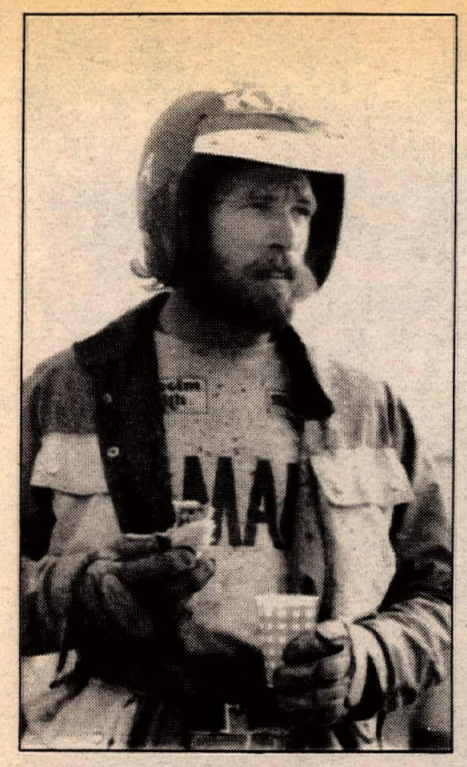
Thursday's course was the same as the day before, but with one downhill rerouted after it had turned into a bottleneck on the previous day. It was steeper 'n hell, and infested with rocks and roots. Riders were often tumbling rather than riding down and course marshals held up riders when it became too congested.

Denny Vandecar had an exciting ride down on the second loop: he got his right foot pulled away from the peg — and brake — by a tree root. With a lot more speed than he would have liked, and eyes big as sewer lids, he made it down without crashing and drew a loud round of applause from the spectators.

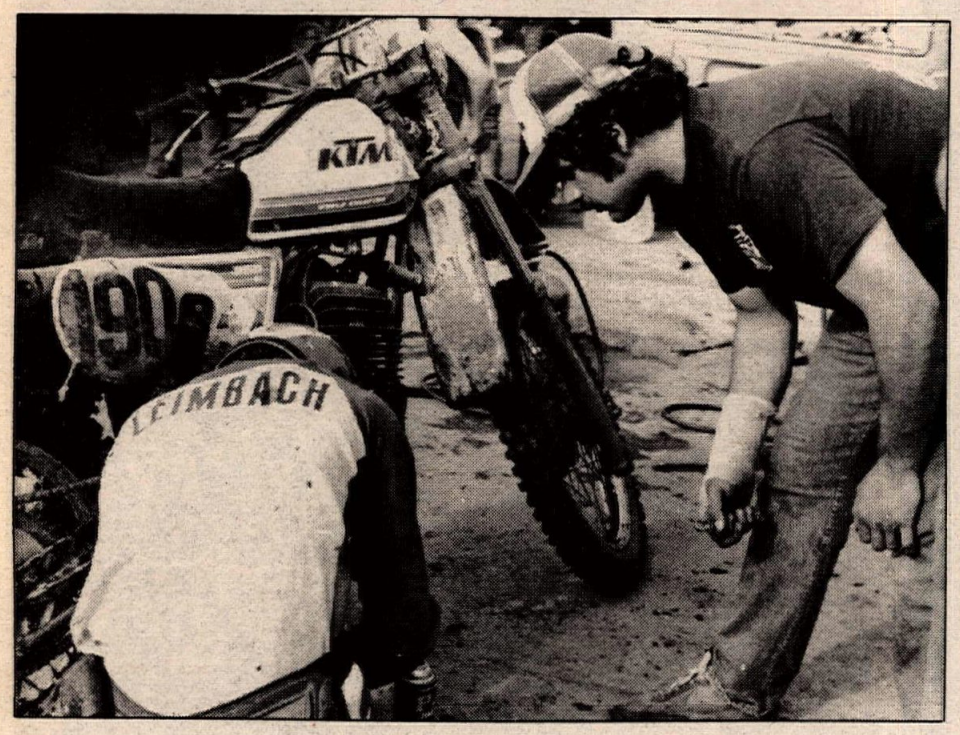
Going into the fourth day, 39 of the 40 U.S. riders were still going, but on the fourth day, luck finally caught up. The first to go was Bob Pearce, who had been making a valiant attempt to finish on his ailing machine. The bike finally blew a crank seal and lost compression.

The next rider out was Ron Lamastus, who was running third among Americans in the 175cc class. "Maybe an air leak...it just kept seizing," muttered Lamastus late in the afternoon as he prepared to take his SWM apart to find out what happened.

Kevin Piasecki, who had taken Frank Gallo's place on the American KTM manufacturers team, was out



(Above) Jim Fishback (left) and Larry Roeseler at a gas stop. (Below) Frank Gallo couldn't ride due to injury, but he helped where he could.



Ed Lojak broke his collarbone on Friday, still finished on Silver.

when his ignition failed him on the second loop. Up to that point, he'd been on Gold.

Rookie Hans Raidel was also having a good ride, on Gold, but on Thursday he crashed hard, injuring his hip. Though he finished the day, he did not start on Friday.

Roeseler was still the fastest American after the fourth day, but a spill on the first special test dropped him from eighth in his class to 12th. Behind him in 15th, was Larry's Fontana, CA, neighbor, Jim Fishback, whose Yamaha was the fastest of the Japanese machines in the class.

In the work period late in the afternoon before impound, Darryl Kuenzer finished the work he was doing and charged toward the impound area with only a few seconds of his grace period left. It was very close as to whether or not he made it, but his card was marked with the minute out of his grace. That dropped him from 13th in the 175cc class to 14th, but Ron Ribolzi passed him into 12th.

Ted Leimbach had a flat, but it didn't cost him any time and he still led the Americans in the 250cc class, running 12th with Drew Smith snapping at his heels from 13th.

Two riders used Thursday to move up a notch in medal status. Rookie Ed Lojak (Hus), who'd lost a minute the day before and dropped to Silver, got his Gold back with a strong special test performance. And Bob Popiel had a trouble-free day, moving up to Silver.

Day five

Friday morning was marked by a valiant struggle on the part of John Fero. Late Thursday afternoon, his prototype IT250 Yamaha spit its chain. The chain balled up around the countershaft sprocket and broke the shift shaft out through the bottom of the engine case, leaving a gaping hole.

In the work area in the morning, Fero had the bike upside down, working hard to scrape away the mud and debris around the hole. Once he did that, he replaced the shift shaft, and with the help of Yamaha team manager Kevin Hagerty and others, prepared to patch the hole. Using sheet metal and lots of epoxy, John got the hole covered. Dr. Meyer had even donated some fiberglass cast material to be placed over the patch, but it wasn't used. John was well past his start time and approaching the end of his hour, but continued working, swiftly but not frantically. Finally, with just a few minutes left before he'd hour out, the bike was flipped over rightside up and the gearbox was filled with oil. Fifty-six minutes after he was supposed to start, Fero roared away from the line.

All the work, was for naught though, shortly after the first check, the transmission locked up for good.

World Trophy team member Kevin Lavoie also had to work fast before the start. With five minutes to go, he discovered that the rear tube apparently had been pinched and would have to be replaced. He replaced it with time to spare.

Bill Berroth (KTM), running high in the Silver medal ranks of the 175cc class, had an incident on the trail. A deer shot out in front of him on a fast section, too late for him to take any evasive action. He hit the animal, and was thrown over the bars. Luckily, neither he or his bike were hurt, but the deer was killed.

During the day, Ed Lojak crashed and broke his collarbone, but the gritty youngster kept on going.

The U.S. ranks lost another rider, when Gary Edmond went out with transmission problems on his PE 400 Suzuki.

Larry Roeseler turned in his strongest performance yet in the trial, placing fourth and third in class in the day's two special tests. It gave him a big boost in the standings, from 12th to seventh.

Both the U.S. World Trophy and Silver Vase teams were solidly entrenched in sixth place. In the Trophy standings, Italy had pulled a little breathing room over the West Germans, with the Czechs well off the pace in third.

In the Silver Vase standings, East Germany had taken over the lead the day before, when two West German Vase team riders piled up over 900 points between them. The Czech team was in second behind the East Germans, about 60 points in arrears.

In the class standings, Darryl Kuenzer regained his lead among the Americans in the 175cc class, moving up to 11th. Ron Ribolzi, who'd been 12th the day before, slipped to 18th. "If I fell once, I fell 15 times!" said Ribolzi later, adding that he fell in both special tests. Ted Leimbach poured the coal on in the special tests and cracked the top 10 in the 250cc ranks, moving up to eighth.

Day six

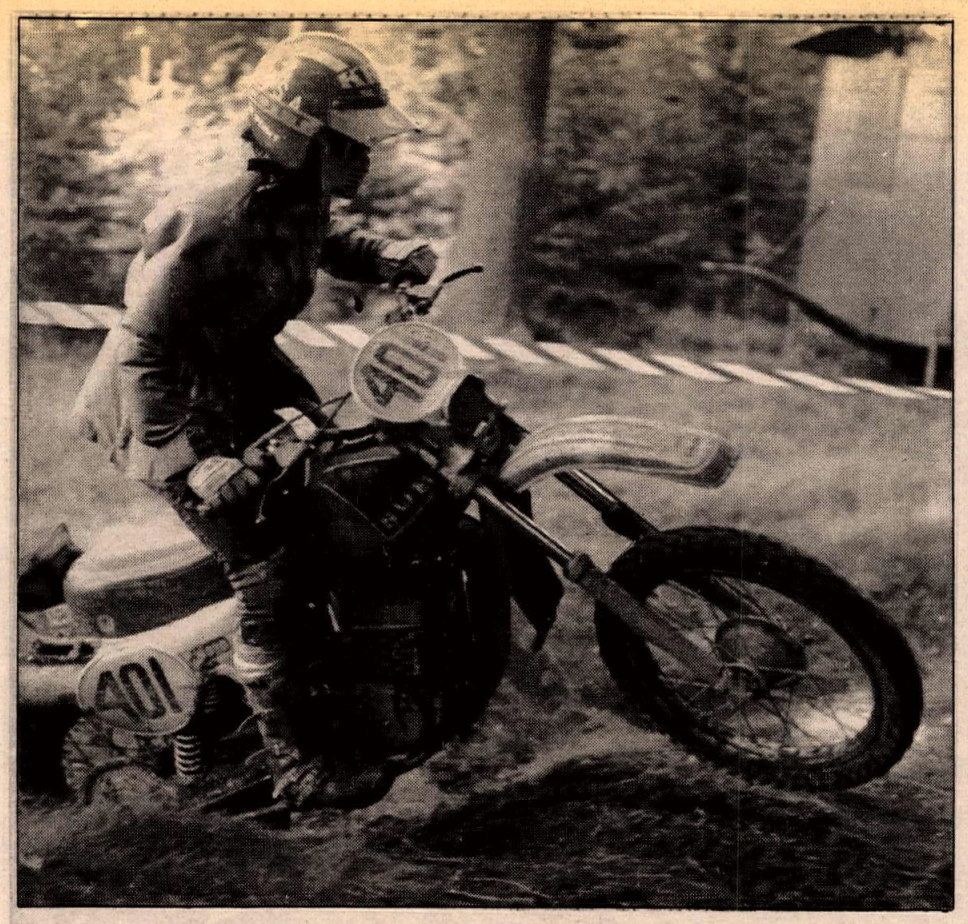
Day six found riders tackling about 80% of the previous day's course before heading for the final special test, a motocross on a course laid out on a grassy field a few miles from the parc ferme.

For bikes over 75cc, the race was a seven-lap affair, with riders starting about 30 at a time. The races were timed for final ranking, because some classes were spread out over two or three races.

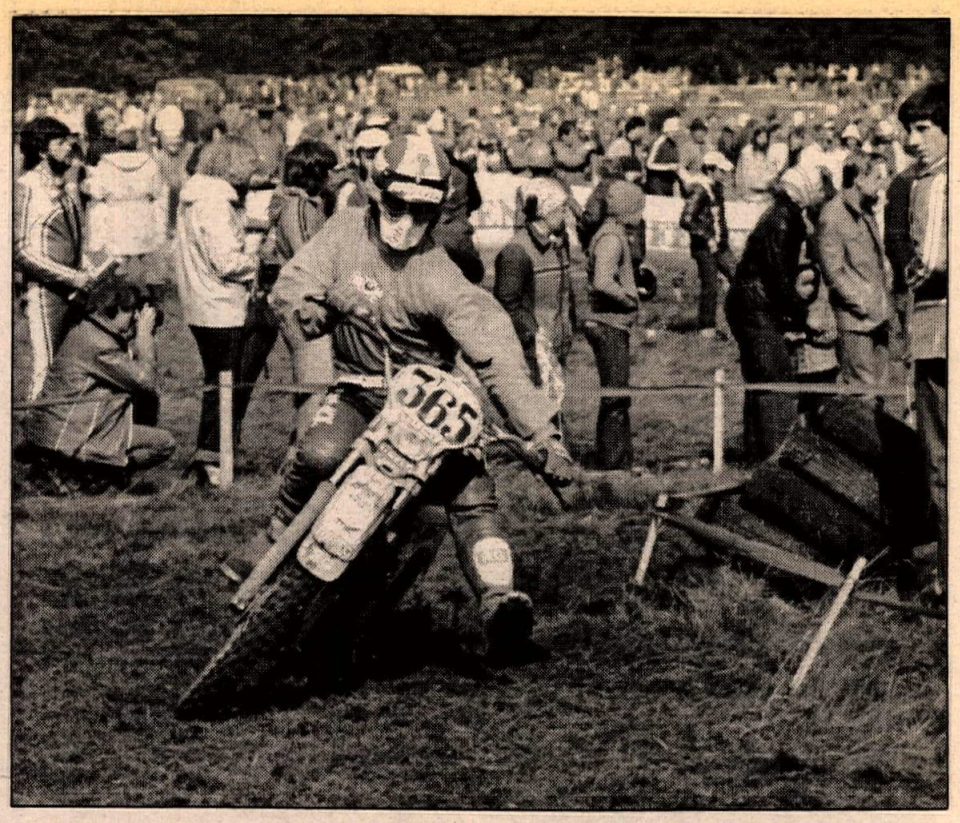
Rain, which had threatened a few times earlier in the week, but never materialized, came down on and off during the final day, and for a few minutes, it hailed. Fortunately for cold and wet spectators, the sun came out as the day neared an end.

The two American survivors in the 125cc class, Greg Davis and Dan Dillon, were the first U.S. riders out, competing in the third heat, along with 175cc classer Bill Berroth. Davis took 12th overall in the special test, to wind up 14th in class and on Gold. It was Greg's first finish after two DNFs. Dillon, an ISDT rookie, finished with a bronze medal and Berroth took a Silver in his first attempt.

In the next race, Suzuki's Mike



(Above) Carl Cranke finished on Gold for the sixth time. (Below) Greg Davis' first ISDT finish was as top American in the 125cc class.



(Above) Italy's Guglielmo Andreini topped the 500cc class. (Below) East German Frank Schubert, winner of the 250cc class, was fastest overall.

Rosso was the fastest of the Americans, but his final score ended up less than a minute off of Gold status, after his Wednesday troubles. Darryl Kuenzer finished 14 seconds behind Rosso, but moved up in class by two notches to finish ninth. Ron Bibolzi also did well in the special test and finished with a Gold.

Dwight Rudder (Suz) rode most of the week with a whistle around his neck, using it to move riders out of his way on the special tests and on the trail. By day six, all the riders were used to the whistle, so Dwight had to resort to "a blood-curdling war whoop" to get one Italian out of the way in the motocross. Rudder, whose trip was sponsored by several Southeastern enduro clubs, finished with a Silver medal. Hulse, who said by the end of the week that his back was feeling pretty good, finished right behind Rudder. Kevin Davis (KTM) and Don Cichocki took Bronze medals.

Jack Penton, the U.S. flag bearer in the opening ceremonies, finished the week out by being fastest American in the 250cc class on the final day. He finished ninth overall in the special test and moved to 13th in class. Jeff Fredette, who had broken a toe on the first day, was second fastest Yank and he advanced to 17th in the standings.

As they had been for most of the week, Ted Leimbach and Drew Smith were top Americans in the class, finishing ninth and 10th overall. Mike Melton (Hus), Terry Cunningham (Mai), Ray Cosgrove (KTM) and Tim Hopey (Hus) also finished on Gold in the 250cc class.

Ed Lojak, riding with a broken collarbone and showing a lot of determination, had his bike quit on him during the motocross. He got it going again, but didn't make the required number of laps. He suffered an 840-point penalty, but it wasn't enough to knock him off Silver. On the other hand, Bob Popiel's machine also quit, and he took the same penalty, which knocked him down to Bronze.

The other two Americans in the 250cc class, Denny Vandecar and Terry Davis, took Silver medals.

In the 250cc class, Kevin Lavoie finished out his week by taking an 11th in the motocross, and finished 18th in class and on Gold.

The final two races were the highlight of the week for American spectators. In the next-to-last race, the leader was John Ayers, and at one point, Jim Fishback and Dick Burleson were running second and third. But Fishback dropped back momentarily with an engine seizure, and a Swede came up to pass both him and Burleson. Ayers won the heat, and his time stood up as third fastest of the day in the 500cc class. Most importantly, he'd started the day a few points off Gold, and ended it on Gold. Fishback and Burleson finished 12th and 15th in the class, respectively. Carl Cranke (SWM) captured Gold medal number six (same as Burleson and Jack Penton) with a 19th in class. Steve VanWatermeulen (Mai), was 10 seconds behind Cranke at the end of six days, and took a Gold in his first ISDT. Jeff Hill finished on Gold, right behind Ayers in the standings. Denny Reese (Yam) and A.C. Bakken wrapped things up in the next-to last moto; both finished with Silver medals.

By the time the last race rolled along, for a few remaining 500cc class riders, and the over 500cc and over 750cc classes, only two Americans hadn't ridden the final test, Larry Roeseler and Max Markowitz.

Max got what appeared to be the holeshot in the two-row, dead-engine start, but the race was declared a false start and they did it over.

Roeseler stayed on the line during the false start and used the opportunity to advance from the second row to the first. He got a good start, and by the time the second lap was half over, he was in third and chasing veteran ISDT stars Heino Buse of West Germany and Kvetoslav Masita of Czechoslovakia. At the end of the lap, Larry pulled inside Masita in a turn before the fast finish straightaway and blew the Czech World Trophy team rider away exiting the turn. Buse got a look at Roeseler's rear fender half a lap later, and after that Larry said good-bye and pulled out 13 seconds on the West German before the finish, setting the fastest 500cc time of the day, and winding up sixth in the overall class standings. Markowitz earned a Silver medal.

Team Mexico returned to the ISDT with their three man Moto-Club del Valle Mexico. Top scorer on the team was Barry Higgins (Mai), who took home his second Gold medal in a row. (The one last year was earned as a member of the U.S. squad.) The other two Mexican riders, Lars Larsson (Hus) and Fred Cameron (SWM) took Silver and Bronze medals. ●

Results

125cc: GOLD: Greg Davis, 6123.6/14th (Hus); BRONZE: Dan Dillon, 8049.0/18th (KTM); DNF: Dane Leimbach, Day 1 (SWM); Bob Pearce, Day 4 (Kaw). CLASS WINNER: Alessandro Gritti, Italy, 5573.2 (KTM).

175cc: GOLD: Darryl Kuenzer, 5843.8/9th (KTM); Ron Ribolzi, 5925.7/18th (Yam); SILVER: Mike Rosso, 6122.6/25th (Suz); Bill Berroth, 6182.2/27th (KTM); Dwight Rudder, 6394.6/30th (Suz); Dave Hulse, 6430.9/31st (Suz); BRONZE: Kevin Davis, 8089.4/38th (KTM); Don Cichocki 14070.7/43rd (Suz); DNF: Ron Lamastus, Day 4 (SWM). CLASS WINNER: Andrea Marinoni, Italy, 5501.6 (SWM(.

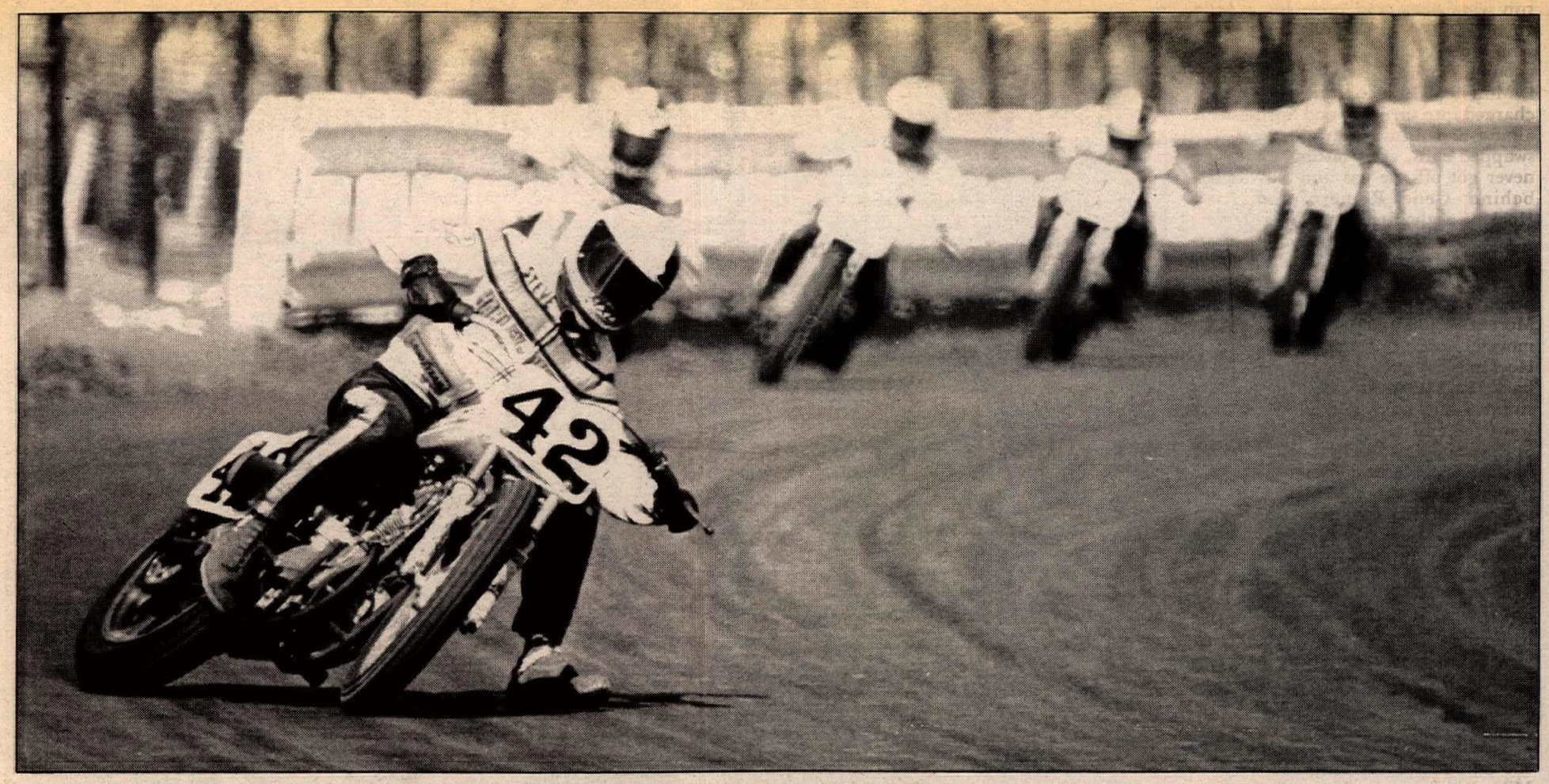
250cc: GOLD: Ted Leimbach, 5693.3/9th (KTM); Drew Smith, 5729.1/10th (Suz); Jack Penton, 5757.7/13th (Hus); Jeff Fredette, 5808.1/17th (Suz); Mike Melton, 5839.4/20th (Hus); Terry Cunningham, 5880.3/25th (Mai); Ray Cosgrove, 5913.2/29th (KTM); Tim Hopey, 5979.7/36th (Hus); SILVER: Dennis Vandecar, 6252.2/43rd (Hus); Terry Davis, 6405.8/45th (Yam); Ed Lojak, 7259.2/52nd (Hus); BRONZE: Bob Popiel, 7979.7/59th (Hus); DNF: Kevin Piasecki, Day 4 (KTM); Hans Raidel, Day 4 (KTM); John Fero, Day 5 (Yam). CLASS WINNER: Frank Schubert, East Germany, 5474.1 (MZ).

350cc: GOLD: Kevin Lavoie, 5928.3/18th (KTM). CLASS WINNER: Augusto Taiocchi, Italy, 5531.6 (KTM).

500cc: GOLD: Larry Roeseler, 5630.3/6th (Hus); Jim Fishback, 5746.0/12th (Yam); Dick Burleson, 5817.1/15th (Hus); Carl Cranke, 5874.8/19th (SWM); Steve VanWatermeulen, 5884.8/21st (Mai); John Ayers, 5966.2/23rd (Mai); Jeff Hill, 5981.8/24th (KTM); SILVER: Denny Reese, 6240.2/37th (Yam); A.C. Bakken, 6685.6/40th (Hus); Max Markowitz, 7621.1/48th (SWM). CLASS WINNER: Guglielmo Andreini, Italy, 5500.2 (SWM).

TROPHY TEAM STANDINGS: 1. Italy (343.8); 2. West Germany (407.2); 3. Czechoslovakia (899.3); 4. East Germany (1230.5); 5. Sweden (1780.5); 6. USA (1991.7); 7. Holland (3262.3); 8. Poland (5804.1); 9. Great Britain (8405.4); 10. Austria (9795.5).

SILVER VASE TEAM STANDINGS: 1. Czechoslovakia (654.5); 2. East Germany (687.1); 3. West Germany (1377.8); 4. Sweden (1585.2); 5. Poland (1670.1); 6. USA (2219.5); 7. Australia (35849.4); 8. Italy (48087.8); 9. Belgium (50401.5); 10. Finland (65367.1).



When you're hot, you're hot! Steve Morehead (42) ran away with his heat win, then blasted 'em again in the National.

AMA Grand National Championship/Winston Pro Series: Round 25

Eklund clinches title as Morehead wins San Jose Mile

By Gary Van Voorhis
Photos by Melissa McLaughlin and Charles Morey

SAN JOSE, CA, SEPT. 23

There were two stories at the San Jose Mile: Steve Eklund became the first privateer since Dick Mann in 1963 to win the AMA Grand National Championship title even though he had to watch from the pits as Jay Springsteen failed in a must-win situation and finished seventh. Meanwhile, Springsteen's Harley-Davidson teammate Steve Morehead was continuing his late season charge to win his second National of the season and mark his fourth consecutive winner's circle appearance.

Eklund had the first of two disappointing rides in front of his hometown fans when he finished sixth in the second heat aboard his Zanotti/Castrol Harley-Davidson XR750. The problem was not lack of power, but rather too much for the way he had his chassis set up. Changes were made before the semi, but did not correct the problem. In addition, Joe Wilson put in a superb ride to block his every effort, sending Eklund to spectate at a National for the first time this season.

Morehead, running brakeless on his Steve Storz-tuned factory mount from about the 15th lap on of the 25 lap event, had plenty of company in the form of Skip Aksland and his PJ1 XR and Alex Jorgensen on the Ray Beck H-D. The trio shared the champagne.

Hank Scott and Terry Poovey rounded out the top five.

"We're really moving now," said Morehead afterwards. "I'm going to have to see the AMA to see if they can start the season in late August rather than February." Morehead has moved from a distant eighth to a solid fourth in the point standings in the last five Nationals.

"I thought I had Steve on the last lap, but I got into turn one a little too hot and he got away. I should have won," lamented Skip Aksland.

Alex Jorgensen, in his first full National since having surgery on his right knee at the beginning of the season, was happy. "I had a good ride, and if they had the finish line on the back straight I might have won. I was getting a real good drive off turn two, but couldn't seem to get anything off turn four. All I could do was stay close and wait."

Eklund snapped out of the gloom of his failure to make the National and joined in the celebration in the winner's circle. "I'm glad it's finally over. It's been a long year and everyone connected with Zanotti Enterprises, especially Mario Zanotti, has worked very hard for this." Eklund then apologized to his fans in the stands for not having made the National.

While the celebration was going on, Springsteen was cramped up with stomach spasms from his recurring stomach/urinary infection. He left the track almost immediately.

Dick O'Brien, boss of the Harley-Davidson Racing Team, was in good spirits even though the title had been wrested from the factory's grasp. "That's life. Sometimes you win, sometimes you lose. I don't make excuses."

Qualifying

Hank Scott took to the quickly changing San Jose surface to clock in at 38.10 seconds, a full second off the track record. Harold Murell and his son had spent plenty of time in preparation, but a bright, sunny day quickly drew the moisture out of the track leaving it slick rather than tacky.

Skip Aksland and Steve Morehead were second and third fastest, just a tick off the pace with Garth Brow and Alex Jorgensen filling out the top five.

Eklund qualified sixth, Springsteen 11th.

Heats

Hank Scott did little to dispel the fact that he wanted to win at San Jose as he grabbed the lead in the first heat coming off turn two and never looked back on his way to the fastest heat of the day and the pole position for the National.

A four rider dice quickly developed behind Scott as Joe Wilson on the Capshaw Enterprises/Patrick Racing XR, Billy Schaeffer, on a Doug Sehl prepped mount, Harley-Davidson's Corky Keener and Jorgensen mixed it up.

The swapping between the quartet continued until the seventh lap when Keener and Jorgensen drew away to battle for second. Jorgensen then put a move on Keener in turn three for second and held on by a half a bikelength at the finish line.

Ricky Graham and Skip Aksland began a 10-lap swap-fest for the lead that would find Aksland slipping off the groove in turn three on the final lap allowing Graham breathing room and the win.

Steve Eklund, made up for a slow start by moving through to third and joining a six rider freight train on lap three. Among those in the wheel-to-wheel ballet was Scott Parker putting one of Mert Lawwill's mounts through its paces. Parker moved by Eklund one lap later with Bubba Rush and then Lance Jones dropping Eklund still farther back.

Rush and Parker went at it to the flag with Parker taking third from Rush as the pair raced to the checkered flag.

"The darn thing is lighting up the tire," said Eklund. "The flat spot low in the power band isn't there anymore and it spins when you get the gas back on." Frantic work ensued in Eklund's pits to change the suspension.

Earlier in the afternoon Springsteen had said his strategy would be to "just

run wide open and hope for a little good luck." With Eklund going to the semi, Springer had already had a little good luck.

Morehead led the third heat as they charged into turn one and Springsteen almost ended his ride right there. He swapped ends, after hitting a rut, but never got off the gas and was fourth behind Gene Romero and Rick Hocking as the first lap ended.

For three laps Springsteen tried in vain to find a little traction on the high line in turns one/two, each time giving breathing room to the leading trio. Morehead was long gone as Springer moved around Romero and then Hocking, but Hocking came right back. In the meantime Randy Goss stormed his way past everyone and went directly to second, leaving Springsteen and Hocking to take their battle for the last transfer right to the flag. Jay came out on top.

Garth Brow, Gary Scott and Terry Poovey were mixing it up for the lead on lap five of the fourth heat when Wayne Rainey crashed hard into the haybale/Armco barrier in turn one. One corner worker said it appeared as if the rear tire had gone flat as Rainey went into a long slide just as he laid it over. The initial diagnosis was that Rainey suffered three crushed vertebrae.

The restart — after a long delay for the ambulance to return — went in Mike Kidd's favor, but only for two laps. Poovey and Brow stormed by and then Gary Scott added insult to injury by taking away Kidd's transfer spot on the final lap.

Junior Invitational

Texan Bubba Shobert led the cream of the Junior riders into the Junior Invitational. Among the 12 who qualified for the final from the 29 invitees was Arlette Smith. She placed 10th.

David Jones and Shobert hooked up immediately with Freddie Spencer, Gene Church, Bob Crabbe and Steve Monger soon joining in for a six rider battle for the lead.

Self sponsored Jones and winner Shobert drew out a slight bit of breathing room by the seventh lap after Spencer put his Howard Racing XR off the groove. Church, on the Don Tilly H-D sponsored XR, moved in only to lose in a battle with Bob Crabbe's Lancaster H-D sponsored Harley for third. Spencer regained momentum to finish fifth.

Semis

Tension was mounting in the pits as the semis were called to the line. Two riders from each would transfer to the National and Eklund was among those looking for a second chance.

Billy Schaeffer zipped into the lead of semi one, but Lance Jones, riding Bubba Rush's spare bike, was having none of that. Jones passed Schaeffer on lap two with a draft on the back straight and stayed there to the checkered flag. Joe Wilson and Eklund joined in to make it a four rider battle in the early laps until Schaeffer slipped to fourth on lap six. From there to the finish all eyes were on the Wilson/Eklund battle for second.

Wilson, riding his smartest if not his best race ever, held position on the groove despite challenges on every foot of the track. He slowed Eklund's charges at the right point on each lap leaving Eklund to feather the throttle to gain back the advantage. The drag race to the flag was won by Wilson by less than a wheel. The word amazed could not describe the crowd's reaction to the fact that Eklund would be a spectator at the National.

"I was so mad at that point," Eklund would say later, "that I can't even describe it. "The bike was better than in the heat, but it was still

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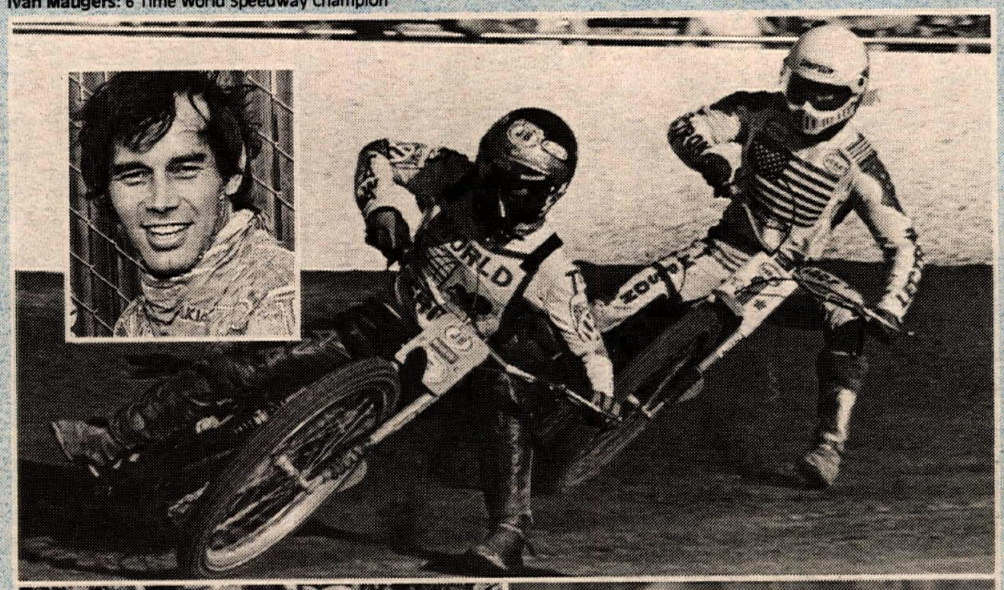

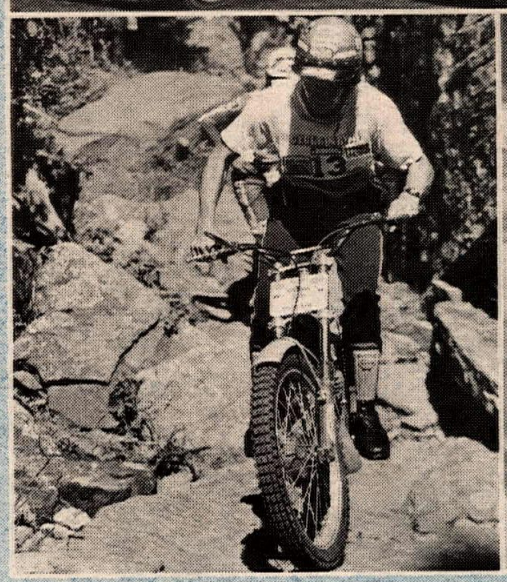

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Sr, Vet, Beg
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City _____ State _____ Zip _____ Phone ____/____
Eng. No. _____ Eng. Size _____ Make Bike _____ AMA # _____ Expires _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37/38 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.
(Entrant's and/or parent's initials) _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice / Beginner class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from and consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant _____ Date _____ 19____

If entrant is under 18 and does not have a current District 37 - 38 Card indicating notorized consent is on file, Parent or Guardian must sign here acknowledging his or her notorized consent to the terms of entry and have NOTARIZED CONSENT attached to entry.

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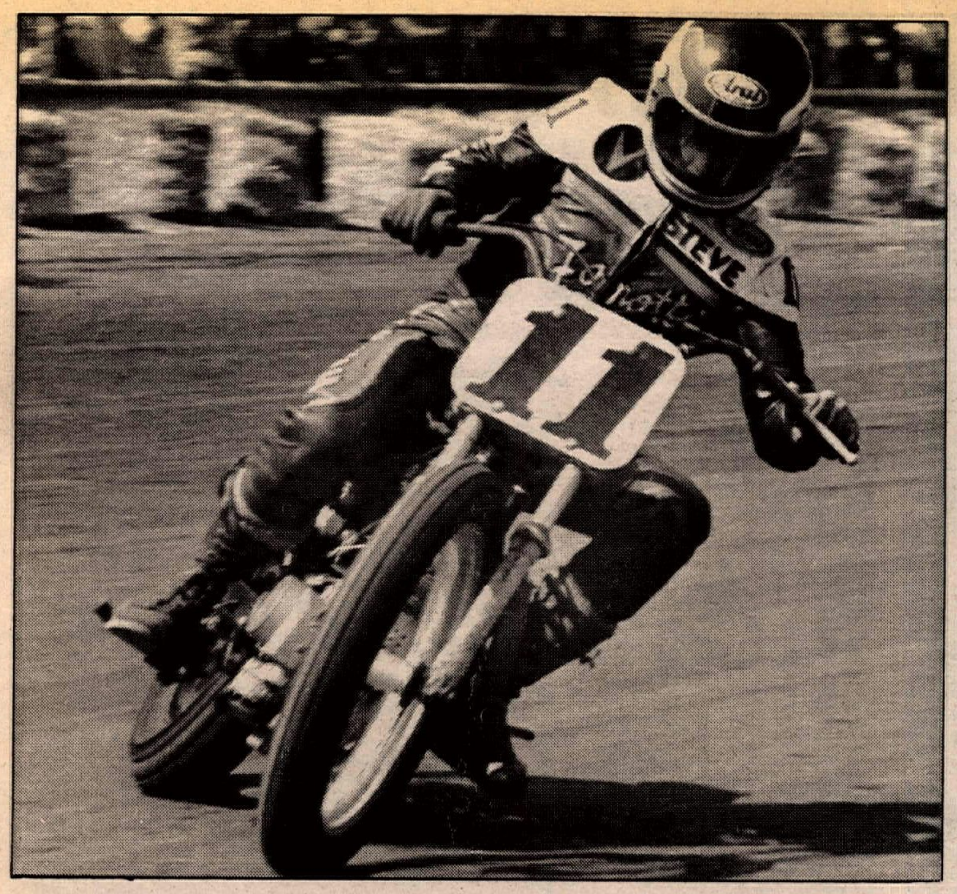
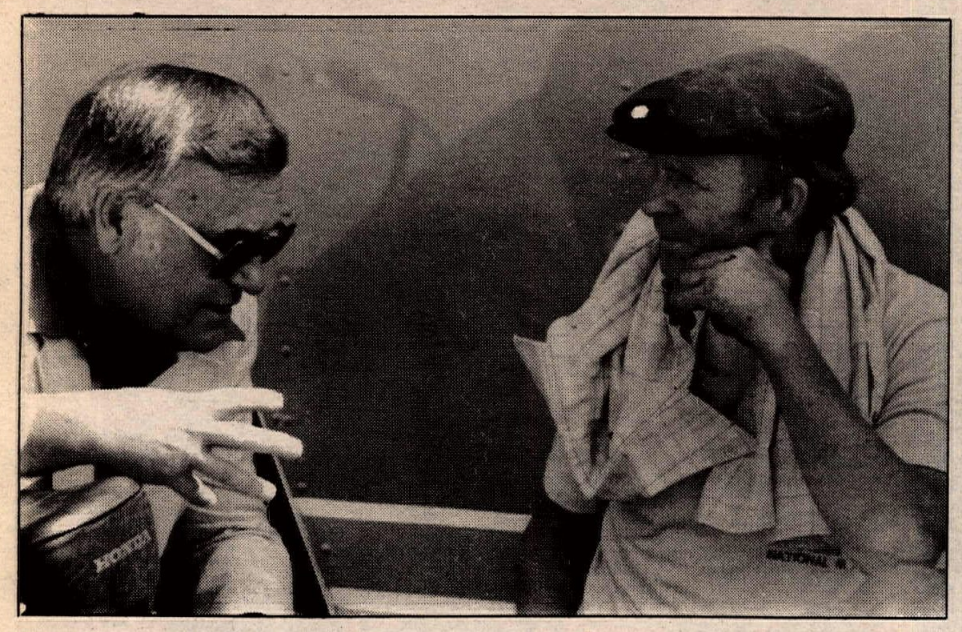
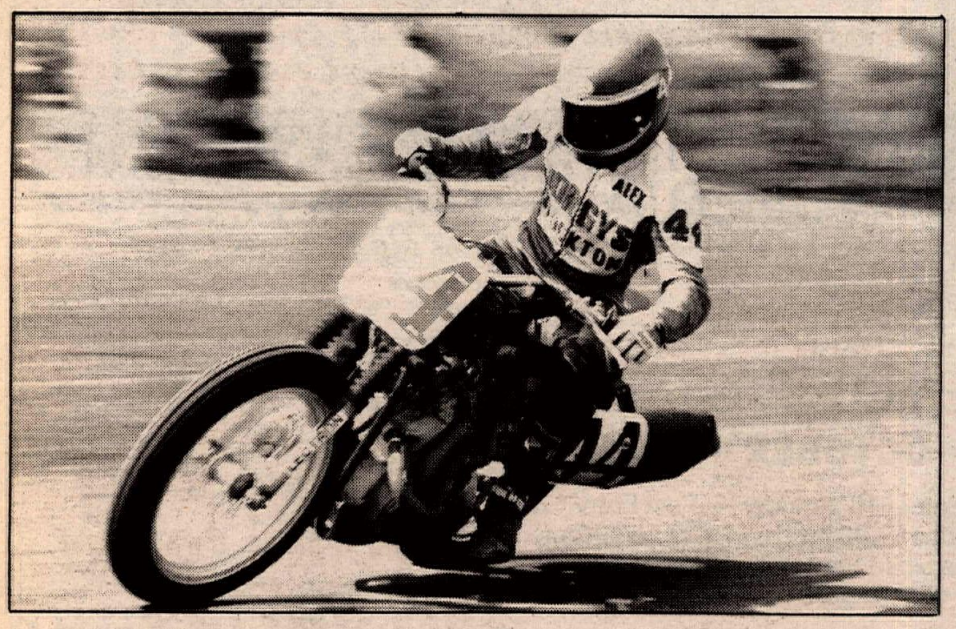
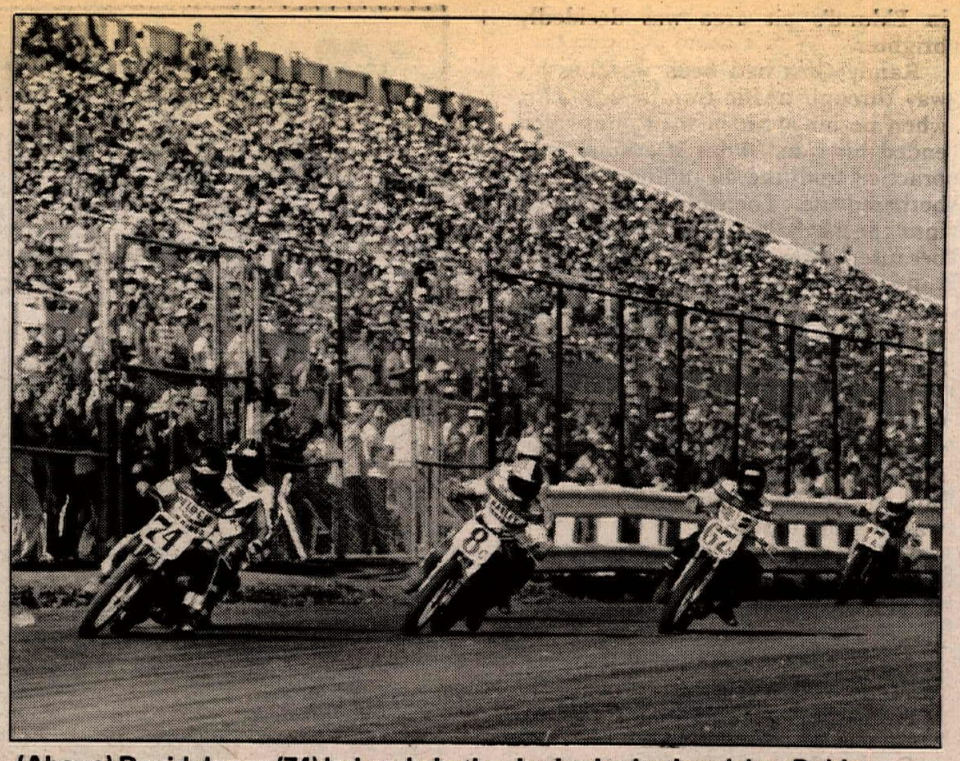


(Above) Steve Eklund became the first privateer Number One since Dick Mann (shown below with AMA's Linn Kuchler) did the deed in 1963.

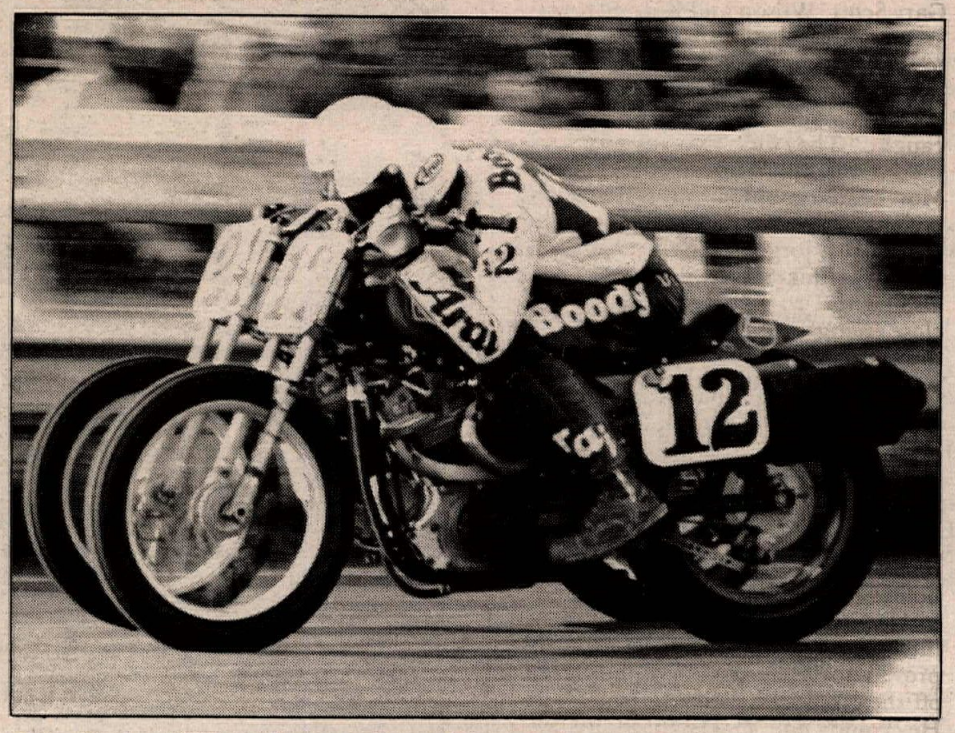


Alex Jorgensen (44) put his Harley in third.

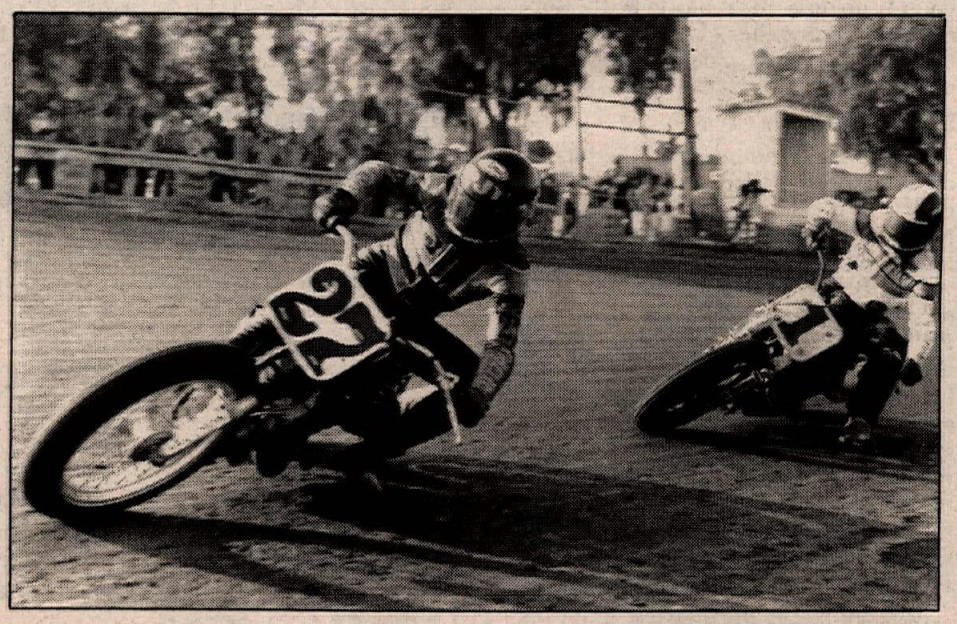




(Above) David Jones (74) led early in the Junior Invitational, but Bubba Shobert (67) reeled him in for the checkered flag. (Below) The Trophy Race was judged a dead heat between Ted Boody and Bubba Rush; here's how they looked at the finish line.



Skip Aksland (27) took second place; Springer took seventh.



wrong." Eklund sought the confines of his van for seclusion.

The second semi boiled down to a final five lap battle between Army's Mike Kidd and Privateer Power-sponsored Jackie Mitchell. They finished in that order after some close order drill all over the track.

Trophy race

It isn't often that you see a dead heat, but that's what happened in the trophy race as Ted Boody put his Arai-sponsored XR side-by-side with Bubba Rush's Edwards Motor Company-sponsored Harley at the finish line. Officials were split on the winner and declared a tie. With 15 lead changes between the pair — Boody making his on the backstraight and Rush doing his work coming off turn four — the crowd certainly got what they paid for.

Rick Hocking, Scott Pearson and Billy Schaeffer were lost in the excitement, but had a good race to finish three-four five.

National

Hank Scott chose the grandstand side for his pole position on the three row start. Morehead, Graham, Poovey, Jorgensen and Goss were alongside. Aksland, Brow, Keener, Springsteen, Parker and Gary Scott filled out row two while Jones, Kidd, Wilson and Mitchell were on row three.

The National boiled down to one must thing for Springsteen: Win. Anything less than the top spot and Eklund, even though he was in the pits, would mathematically clinch the title.

If there were any team orders on the Harley squad, nobody told Morehead about them. He got a drive off turn two and opened an immediate 10 bike-length advantage. Graham, Springer, Keener, Aksland, Poovey, Parker and the rest followed.

Lap two saw Morehead open the gap on the field while Springsteen and Aksland emerged from a four-abreast pack down the back chute to take second and third. One lap later and Aksland used the draft to bump Springsteen to third.

On the fifth lap Jorgensen showed no respect for the defending champ and dropped him to fourth. The mood

in Eklund's pit area was decidedly brighter.

Randy Goss had been working his way through traffic from a slow start when he hit a rut in turn one which ended his ride. "I hit it every lap in practice and the heat and it never bothered me. Then bingo and I was into the haybales. That's rotten luck because we were running good."

By lap eight Morehead had stretched out even more breathing room while Aksland, Jorgensen and Springsteen still argued over second. Poovey, Parker, Hank Scott and Graham were doing the same over fifth. Hank had gotten a very poor start, but had worked from 15th on lap one to his present position and wasn't about to stop there.

Poovey moved into the battle for second on lap 10 as Springsteen began to charge again and got past Jorgensen. Then Hank Scott joined the fray and it became a 10-wheeled snake weaving and bobbing all over the track. Morehead had about a four second lead at this point.

On lap 16 both Scott and Poovey moved around Springsteen leaving him sixth. Parker was leading a close quarters battle with Graham, Brow, Gary Scott, Wilson and Kidd in tow.

Two laps later Morehead appeared to slow. "I lost my brakes, slowed and then adjusted my style and hoped that the laps would run out before I got caught." They didn't.

Aksland, sensing some problem with Morehead, gobbled up ground and put himself on Morehead's rear tire on lap 21 with Jorgensen only a heartbeat behind. Hank Scott and Poovey were also wheel-to-wheel, although not close enough to present any danger. In the midst of this Mike Kidd's charge probably went unnoticed. Kidd was still mired in 12th on lap 17, but then caught fire and charged to sixth.

Morehead lost the lead on lap 23, but only momentarily. He regained it with Aksland probing on every foot of the San Jose track. Lap 24 was an instant replay with Morehead barely holding onto the lead.

Aksland made his move charging into turn one on the final lap, but it proved to be a mistake as he slipped off the groove and lost five bikelengths. He could not make them up and Morehead was the winner by about that margin.

Hank Scott held off Poovey in another dash to the flag while Kidd went around Springsteen in turn three for sixth. "I don't remember the final laps," said Kidd. "I don't think I've been this sick in my life. I collapsed when I got off the bike and then barfed three times." Springsteen was in the same boat.

"Hey, two wins, a second and third in four races; I'd say I'm on the move," said Morehead. "Too bad there's only one race left." ●

Results

NATIONAL: 1. Steve Morehead (H-D); 2. Skip Aksland (H-D); 3. Alex Jorgensen (H-D); 4. Hank Scott (H-D); 5. Terry Poovey (H-D); 6. Mike Kidd (H-D); 7. Jay Springsteen (H-D); 8. Ricky Graham (H-D); 9. Garth Brow (H-D); 10. Gary Scott (H-D); 11. Scott Parker (H-D); 12. Joe Wilson (H-D); 13. Corky Keener (H-D); 14. Jackie Mitchell (H-D); 15. Lance Jones (H-D); 16. Randy Goss (H-D).
TIME: 15 min., 54.53 sec.
AVERAGE SPEED: 94.287 mph.

TROPHY RACE: 1. Ted Boody (H-D); 1. Bubba Rush (H-D); 3. Rick Hocking (H-D); 4. Scott Pearson (H-D); 5. Billy Schaeffer (H-D); 6. Ronnie Jones (H-D); 7. Brad Hurst (H-D); 8. Chuck Palmgren (H-D); 9. Bruce Hanlon (Yam); 10. Darryl Hurst (Yam).
TIME: 7. min., 43.75 sec.
AVERAGE SPEED: 93.155 mph.

JUNIOR INVITATIONAL: 1. Bubba Shobert (H-D); 2. David Jones (H-D); 3. Bob Crabbe (H-D); 4. Gene Church (H-D); 5. Freddie Spencer (H-D); 6. Steve Monger (H-D); 7. Rick Arnaiz (H-D); 8. Danny Perkins (Yam); 9. Rocky Robinson (H-D); 10. Arlette Smith (H-D); 11. Robert Cunnington (H-D); 12. Rick Volk (H-D).
TIME: 7 min., 59.46 sec.
AVERAGE SPEED: 90.011 mph.

AMA GNC/WINSTON PRO SERIES POINT STANDINGS: 1. Steve Eklund (260); 2. Jay Springsteen (229); 3. Randy Goss (206); 4. Steve Morehead (155); 5. Hank Scott (139); 6. Gary Scott/Mike Kidd (137); 8. Rick Hocking (124); 9. Corky Keener (111); 10. Scott Parker (110); 11. Garth Brow (105); 12. Skip Aksland (95); 13. Terry Poovey (82); 14. Soctt Pearson (81); 15. Ricky Graham (76).

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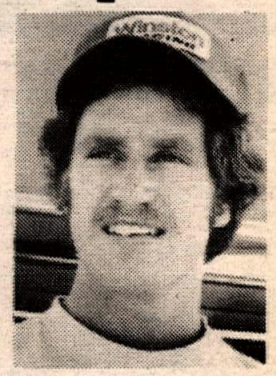

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